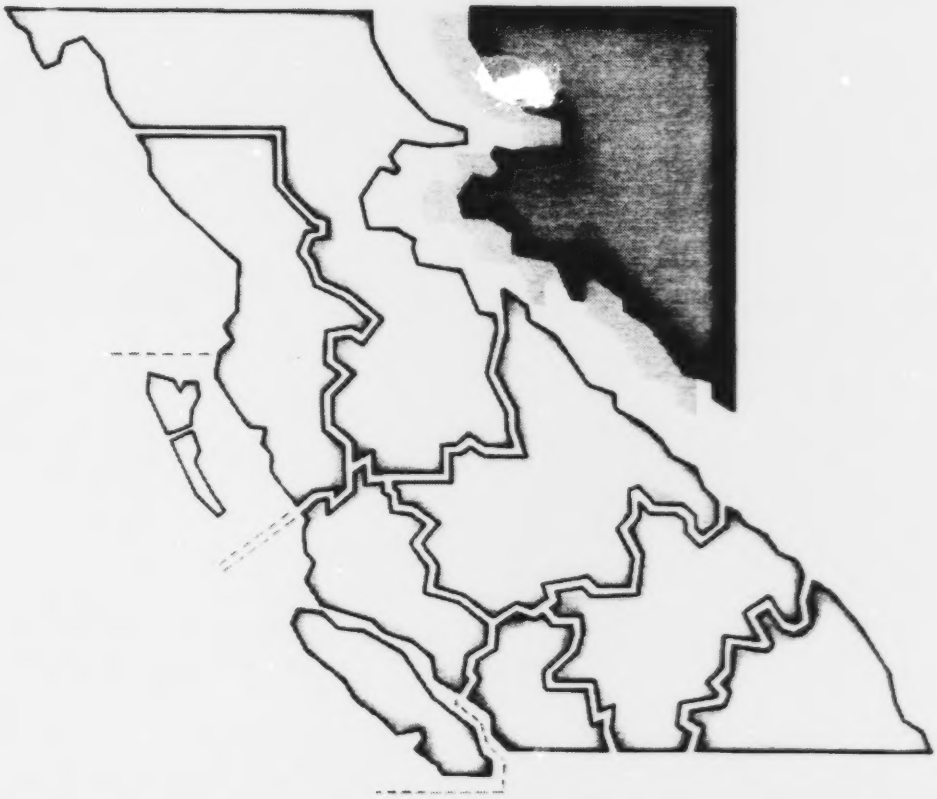
Northeast – Region 8

Transportation Committee Recommendations



FREEDOM TO MOVE

NORTHEAST - REGION 8

TRANSPORTATION COMMITTEE

RECOMMENDATIONS

Prepared by
Transportation
Planning Committee
Northeast
June, 1989

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* Note due to the length of the text, these appendices are available for viewing at Minister of State Offices in Dawson Creek and Victoria.

EXECUTIVE SUMMARY

The Northeast Region, a diverse area rich in natural resources and physical beauty, has a transportation infrastructure which encompasses several transportation modes.

In November, 1988, the Minister of Transportation and Highways, in association with the Minister of State, identified a planning process that would see initiatives developed by the Regional Transportation Committees forming the building blocks for the development of a provincial strategic transportation plan. A ten member committee was appointed in the Northeast Region by the Honourable Jack Weisgerber, Minister of State for Northeast. Seven public hearings were held throughout the Region, in which over 50 submissions were received.

Lengthy discussions and deliberations by the Committee members resulted in thirty-seven recommendations, along with a project list which identifies key regional projects (see chapter 6 of this report).

The main thrust of the Committee's recommendations focuses on the rehabilitation and upgrading of the Region's major highways: Highway 97; the Alaska Highway; Highway 29, Highway 2; and Highway 57, the Fellers Heights Heritage Highway (52). As an integral part of highway rehabilitation, bridges and intersections were also singled out for upgrading.

The Committee considered the condition of the existing road network to be a prime priority. Weather, topography and heavy industrial movements have taken their toll on the northern road systems and rather than delay upgrading, which could be costly over time, the Committee recommends action be taken to ensure a sound highway network.

Not only were major highways of concern, but also the condition of secondary roads and the continued development of the northern grid system in the Northeast. The Committee noted the request for numerous small connectors, and the upgrading of secondary roads. It also recommended an increased secondary road maintenance program.

A third area of emphasis was that of new roads and resource roads. The Committee could not stress enough the importance of new roads and resource roads to the development of the Northeast. New roads are viewed as a main stimulant to economic development.

Air transportation, a vital mode in the North where distances are far, was also reviewed by the Committee. Increased support and funding for the Air Transportation Assistance Program (ATAP) was called for, along with several air initiatives that would allow for greater northern movement.

Support for rail transportation, especially the Fort Nelson Line, was advocated by the Committee.

Pipelines and river barging, although not extensively discussed, were recognized as a mode of transporting the Region's natural resources.

The Northeast, being heavily dependent on resource extraction, requires that access to, from, and within its boundaries be maintained to a high quality standard. The provincial revenues, which are derived from the development of the Region's resource base, certainly justify northern expenditures. The province as a whole can only benefit from the development of this resource rich area.

The Regional Transportation Planning Committee, recognizing the needs of the Northeast Region, recommends:

1.a) That a major rehabilitation program be identified and commenced as soon as possible for Highway 97 from Prince George to Mile 83. This program should include upgrading of the Pine Pass, the replacement of the East Pine Bridge and identification of any other resurfacing or alignment projects the Ministry of Transportation and Highways deems necessary to bring Highway 97 up to an acceptable standard.

1.b) That the Ministry of Transportation begin its initial design stages and return to the Committee within the year with a comprehensive time table and report on Highway 97 rehabilitation program.

2. That the provincial government resume immediate negotiations with the federal government to encourage upgrading of the Alaska Highway and that by the year 1992 it be part of the provincial highway system.

3. That the horizontal realignment of Highway 2 as it passes through Pouce Coupe be commenced within the next budget year and that initial design work begin immediately to consider all viable options.

4. That the Ministry of Transportation and Highways coordinate with B.C. Hydro and the Site C Project, to determine a rehabilitation and bridge construction program for Highway 29N which would optimize expenditures and maximize safety. These discussions should begin immediately.

5. That, in the consideration of the location of a permanent bridge as part of site C construction, a site be selected which will benefit all the communities of the Region and not be detrimental to neighbouring communities.

6. That the Fellers Heights-Heritage Highway be completed to paved highway standards.

7.a) That all communities that intersect with a highway be reviewed for safety and that the present municipal cost shared program be continued and expanded.

7.b) That all municipalities be actively consulted in their intersection planning process and that they be made fully aware of future projects.

8. That in the case of the Community of Taylor special recognition should be given to the corridor along Highway 97 and allowances made for the excessive industrial use of the corridor.

9. That the Beatton Crossing project be continued with the full support of the Transportation Planning Committee and that the project be considered a separate capital expenditure from the projects identified herein. This project was begun prior to this planning strategy but its importance to the Region was acknowledged and confirmed by the submissions at the public hearings.

10. That the bridges of the Region, being an integral part of the highway system, be upgraded, rehabilitated and replaced where necessary. A major bridge rehabilitation program is called for.

11. That the grid system in the Northeast be reviewed by the Ministry of Transportation and Highways to determine which connectors would service the communities best. This review should be complete and ready for discussion within the next budget year.

12. Maintenance, rehabilitation and upgrading of secondary roads should be an ongoing component of the Ministry of Transportation and Highways budgetary program.

13. That there is a need for a major review of resource roads and that one Ministry control over resource roads, by the Ministry of Transportation and Highways, be examined as part of the review.

14. The Committee further recommends that there be extensive coordination and planning between government departments and industry over the planning, design, and usage of resource roads. When possible, resource roads should be designed for multi-usage. Major resource roads which over time have the potential to serve as secondary roads, alternate routes to communities or recreational destinations should be well planned and designed so that when the road becomes available as a public artery the transfer is viable and equitable.

15. That initial planning for the Fort Nelson, Rainbow Lake connector begin.

16. Access to Kinuseo Falls -- a cost/benefit has been completed on the road and is presently before a special task force. The Transportation Planning Committee awaits their recommendation but suffice at this point to note that the Committee supports the development of access.

17. Maxhamish Lake Road -- this is an access road request from the Fort Nelson area to provide northern residents with access to their only recreational lake, Maxhamish.

18. Heritage Highway to Kelly Lake -- this road, if developed and improved, would provide a circle route when linked to the Heritage Highway/Fellers Heights, but the Committee considered the Fellers Heights route to be a priority at this time and did not recommend action on the Kelly Lake proposal.

19. That the Regional Transportation Planning Committee firmly supports the B.C. Rail line that serves the Fort Nelson area.

20. That the rail no longer be called the "Fort Nelson Extension." It should be known simply as part of the B.C. Rail system.

21. That in light of new economic developments in the area, such as the Mitsubishi Chopstick Plant, the B. C. Rail service to Fort Nelson cannot be up for annual review. The constant review will have the effect of diminishing the ability of industry to make the necessary long-term financial commitment that will see development of the forest and other resources at Fort Nelson take place.

22. That B.C. Rail aggressively market its northern line.

23. That, in conjunction with northern tourist associations and promoters, B. C. Rail consider the usage of bud cars and the development of specialty tours.

24. That B.C. Rail encourage greater use of existing side loadings for the loading of agricultural produce and resources.

25. The Regional Transportation Planning Committee supports the continued upgrading and maintenance of these facilities as indicated by Transport Canada and supports the federal airport development program.

26. That the Air Transportation Assistance Program (ATAP) be continued and that funds to the program be increased.

27. That maintenance and operation funds be available to municipalities under ATAP.

28. That the minimum standard for community airports be established at:

    Level 1 - Day Medivac Standard
    (runway pave to 4000 feet)

    Level 2 - Night Medivac Standard Lights
    and where applicable due to terrain and weather conditions, directional beacons

    Level 3 - Upgrading
    they would call for upgrading such as terminal development and further navigational aids.

    Once all community airports within the Region had reached Level 1, they would then become eligible for Level 2, etc.

29. That all air carriers consider a policy which would allow a reasonable discount to next of kin who have to travel due to bereavement.

30. That the provincial government provide a tax rebate to patients, and their families who often accompany them out of the Region, in search of advanced medical treatment. The needs of the handicapped should also be addressed.

31. That pipeline development be encouraged and that it be seen as an alternative mode of resource transportation.

32. That a safety campaign for industrial truck drivers should be considered and that the testing and training of commercial drivers should be more vigorous.

33. That tachographs be mandatory for all commercial vehicles and that regulations which ensure adherence to speed limits be developed, using tachographs.

34. That the Ministry of Transportation and Highways consider new design standards that would have wider turning lanes, wider shoulders and more frequent passing lanes on northern highways to accommodate industrial traffic.

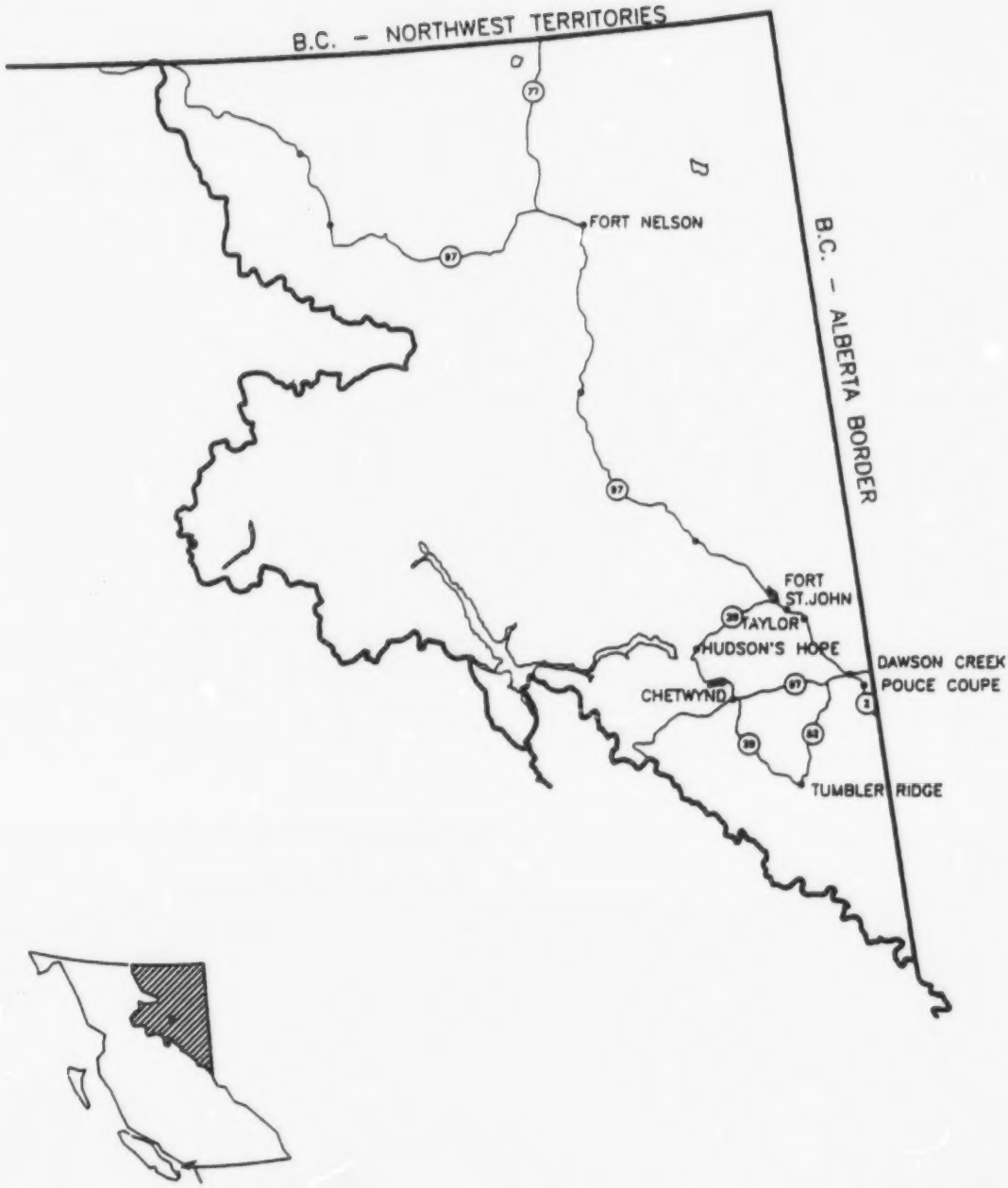
35. That dangerous good routes should be well marked and used.

36. That signage be improved on secondary and resource roads.

37. That the new signage policy be monitored and, after a year in operation, be reviewed to assess whether it has met the needs of the North.

REGION 8 NORTHEAST

MAP 1



1.0 INTRODUCTION

The Northeast, a diverse region whose topography varies from alpine meadows to rolling wheat fields to large stands of world class aspen, is a region rich in natural resources and physical beauty. Covering a land area of approximately 19,205,000 ha (47.5 million acres) or 21.5 per cent of the land area of the Province, the Northeast is the largest of the eight regional economic development regions (see map 1).

Physically its topography can be divided into two distinct sections: a western section with rolling mountains, and an eastern section which resembles the flat prairie of the Interior Plains of North America. The major rivers of the Region, the Liard and the Peace River, cut deep valleys through the prairie flatlands. The Peace River, for example, is 240 metres below the valley rim at Fort St. John.

These majestic rivers once formed the first transportation network in the Region. They were extensively traversed by the early fur traders, who penetrated the area in search of the Region's natural resources.

The present day population of the Region hovers around 57,000, distributed over eight communities: Fort Nelson, Fort St. John, Taylor, Dawson Creek, Chetwynd, Hudson's Hope, Tumbler Ridge, and Pouce Coupe. (see map 1). Population projections show slight upward and downward movement, which can be related to the resource nature of the economy; but generally the population is stable with a steady projected increase over time. Projections derived from the past ten census years show an expected 1.9 percent average regional population growth to the year 2000.

Based on its rich and varied natural resources, the economy of the Northeast has also shown a steady growth. Agriculture, oil and gas production, softwood harvesting and hydroelectric development have been joined by coal mining, hardwood timber processing, and tourism to create a well diversified regional economy.

Statistics and description taken from Regional Index Central Statistics Bureau, Ministry of Finance and Corporate Relations.

1.1 General Economic Overview

For purposes of analysis the Northeast Region can be divided into three economic areas, Dawson Creek, Fort St. John and Fort Nelson.

In the Dawson Creek area, the economy has traditionally been focussed on agriculture and forestry. In the Northeast as a whole the farm population exceeds 10 percent of the Regional population, the highest of the eight development regions. It is the grain district of British Columbia. This region, with 1,824 farms of which approximately 186 showed value of products sold in 1985 to be over $100,000, produced 73.4 million in products in 1985; an indication of a very healthy and viable agricultural community. The City of of Dawson Creek is a key transportation focal point, through which four highways, two rail lines, and a major airport converge. Its strategic location enhances its tourism potential and adds to its trade and service functions. Pouce Coupe was the first commercial centre established in the area and remains the eastern gateway to the Northeast Region.

Since 1981, development of coal deposits at Tumbler Ridge has made mining the largest resource component of the Dawson Creek area economy. Tumbler Ridge is a vibrant, and well planned community, with many high quality, attractive facilities. Magnificent scenery is prevalent, especially in Monkman Park, home of the spectacular Kinuseo Falls. Excellent economic opportunities exist in forestry, tourism, and recreation, gas and oil, and further coal development. In 1985 the value of coal production from the area was roughly 413 million. The oil and gas industry has also played an ever increasing role.

For example, in March of 1989, sales of oil and gas drilling rights from the area brought approximately $14 million in revenue to the Province. The majority of sales were located south of the community of Chetwynd. Chetwynd has a diverse economy, involving the forestry (two large sawmills), mining, petroleum, agriculture, tourism, and transportation industries. As a result of this broad base, Chetwynd has experienced a steady growth pattern and is not highly sensitive to the cyclical growth patterns of individual industrial sectors.

Hudson's Hope, being part of both the Fort St. John and Dawson Creek economic areas, is the second largest municipality in British Columbia. Tourism is rapidly becoming the main industry, with Highway 29N developing into an alternative route north. As 29N improves, it is anticipated traffic volume and tourism will also increase.

In addition to activity in the areas of agriculture and forestry, the Fort St. John area has been a primary base for service to the oil and gas industry since the late 1950's. As the largest community in the northeast and because of its central location, the City of Fort St. John plays a major role in the present and future development of the Fort St. John area.

The Community of Taylor, located within the Fort St. John area, is the focus of the areas industrial development. Taylor boasts a large sawmill, a pulp mill, a refinery, a natural gas liquids plant, and a sulphur plant, as well as a number of other industrial activities. It is the leading manufacturing center for the Region.

The Fort Nelson area has grown rapidly to accommodate the oil and gas industry, and more recently forest resources have added to further growth and diversity. The Town of Fort Nelson, located amidst vast oil and gas, forestry and mining reserves, is the northern transportation hub for the Region, with established road, rail, air, and river routes linking British Columbia with Alberta, Alaska and the Territories. Recent announcements of specialty wood manufacturing industries, such as a new chopstick plant by Mitsubishi, have added to the diversification of the area's economy.

From a forestry perspective, the Northeast region comprises 25.2 percent of the total regulated Provincial area. The future for value added specialty wood manufacturing is very optimistic throughout the region, but especially so in its northern reaches where rich lumber stands exist.

The Northeast, being a resource based region has numerous opportunities for secondary and primary manufacturing based on its resource extraction. Potential opportunities include value added manufacturing of wood products, petrochemical production such as ethane plants, increased servicing of the oil and gas sector, energy development should Site C hydro proceed, pipeline construction etc. The Region has a healthy and optimistic future.

If this projected optimistic future is to become a reality the relationship between economic development and transportation cannot be disregarded. The economy of the Northeast is dependent upon its transportation network. It is crucial to producers in the Northeast that they have ready access to their markets, it is imperative to businessmen of the Northeast that he/she be able to easily obtain and send freight to their southern wholesalers and, most importantly, it is vital for northern residents that they have the freedom to move within the Region and within the Province. Thus the significance of the transportation network to the economy of the Region and to the Provincial economy is unquestionable.

In a Region which sends over a billion in mineral, oil and gas production, millions in agriculture and millions in lumber production out of its boundaries, access to, from and within, is crucial.

2.0 OBJECTIVE OF THE REGIONAL TRANSPORTATION PLAN

In November of 1988, the Honourable Neil Vant, Minister of Transportation of Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province. The Province of British Columbia Strategic Transportation Plan 1990 - 2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as becomes necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. to determine the present and future transportation needs and priorities of each region

2. to analyze issues and provide support documentation for recommended improvements

3. to recommend to Government a transportation plan that included short and long-term directions.

All modes of transportation: air, coastal marine, ferry, highways, ports, rail and transit, were to be considered in the review. The overall goal was to produce, at a regional level, a report that would identify to the Minister of State transportation priorities and initiatives. The Report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the Region and its residents. Community input formed an integral part of the process.

3.0 PLANNING PROCESS

The planning process, identified by the Ministry of Transportation and Highways, would see initiatives developed by Regional Transportation Planning Committees forming the building blocks for the development of a provincial strategic transportation plan. Regional Transportation Planning Committees were appointed by the Minister of State for each region based upon area, industrial representation, and knowledge of transportation issues. In the Northeast Region, the Honourable Jack Weisgerber, Minister of State for Northeast, appointed the following individuals to the Regional Transportation Planning Committee (referred to from this point onward as "the Committee"):

The Regional Transportation Planning Committee for Northeast:

Dawson Creek	Harald Hansen Chairman of Regional Transportation Planning Committee
Chetwynd	Businessman Lou Surerus
Fort Nelson	Alderman Harry De Haan
Fort St. John	Alderman Steve Thorlakson
Hudson's Hope	Alderman Norm Guelly
Pouce Coupe	Mayor Marc LaLoge
Taylor	Alderman Roy Blackwood
Tumbler Ridge	Mayor Mike Caisley
Fort Nelson-Liard Regional District	Chairman Frank Parker
Peace River Regional District	Chairman Ben Knutson

The Committee was assisted by the Regional Development Liaison Officer (RDLO), Dave Pankratz; Secretary to the Committee, Cindy Campbell; and a Senior Project Coordinator, Linda Beltrano from the Minister of State Office.

NORTHEAST REGIONAL TRANSPORTATION PLANNING
COMMITTEE PROCESS DIAGRAM

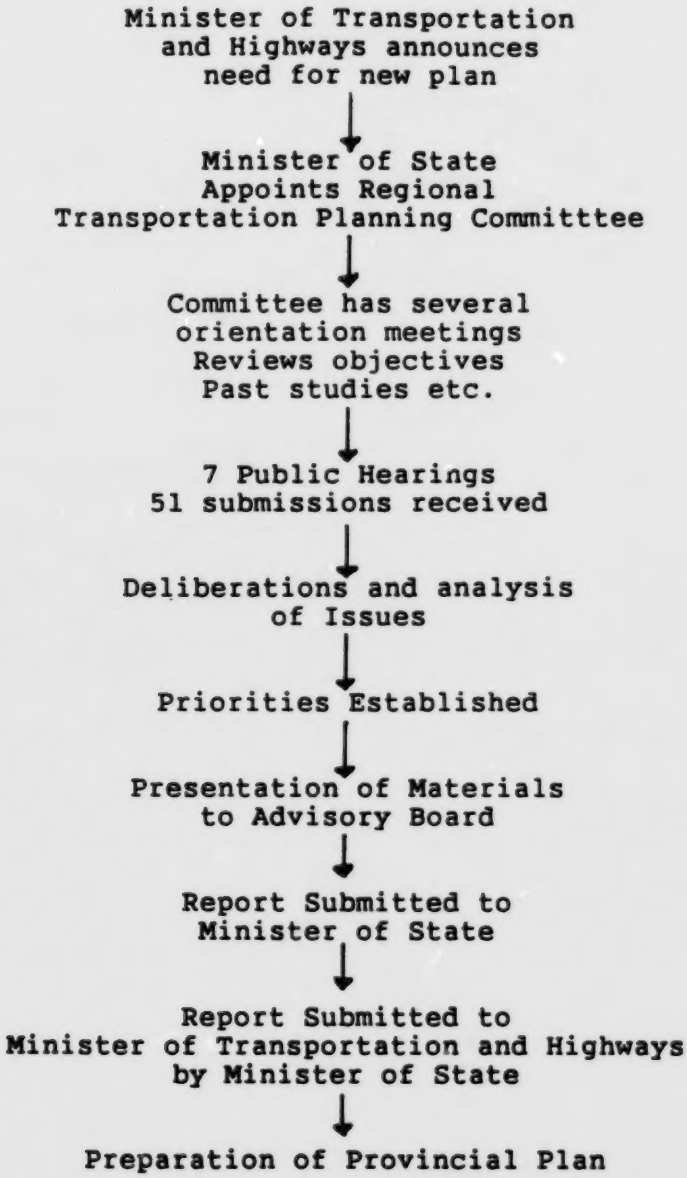

Minister of Transportation and Highways announces need for new plan
Minister of State Appoints Regional Transportation Planning Committtee
Committee has several orientation meetings Reviews objectives Past studies etc.
7 Public Hearings 51 submissions received
Deliberations and analysis of Issues
Priorities Established
Presentation of Materials to Advisory Board
Report Submitted to Minister of State
Report Submitted to Minister of Transportation and Highways by Minister of State
Preparation of Provincial Plan

Figure 1

THE PROCESS OF BUILDING A NEW HIGHWAY

1. Request for Capital Project

2. Determine design standards

3. Preliminary design

   A. Aerial photography of proposed new section
   B. Develop construction alternatives and variations
   C. Estimate costs
   D. Collect wide range of related data
   E. Conduct environmental and social impact studies
   F. Evaluate alternatives and choose optimum

4. Soil studies

5. Engineering survey

6. Detailed design

7. Property acquisition

8. Utility relocation

9. Schedule construction

10 Obtain funding approval

11. Tender

12. Construction Phase

   A. Clear and grub land
   B. Blasting (if required)
   C. Build roadbed, curbs and gutters or pullouts, etc.
   D. Construct bridges, culverts, retaining walls
   E. Pave
   F. Manage traffic during construction with detours, etc.

13. Fence, sign, landscape, etc.

14. Open and schedule maintenance standards

Figure 2

FREEDOM TO MOVE

PUBLIC MEETING

What Is The Regional Transportation Planning Committee?

The Honourable Jack Weisgerber, Minister of State for the Northeast, has named a 10-member local Regional Transportation Planning Committee.

The Committee's task is to develop and recommend to the Provincial Government a comprehensive strategy and long-term transportation plan for Northeast. The Project is part of the Province's Freedom to Move planning process, announced by Minister of Transportation and Highways Neil Vant last November.

Along with major issues such as highways, resource roads, the grid road system and air travel, the Committee will also be looking at rail, barge and pipeline transportation.

The committee hopes to have its recommendations to the Regional Development Advisory Board and Minister of State in June. The final report will be submitted for review by the Minister of Transportation and Highways by mid-summer.

Who Sits On The Committee?

Harald Hanson, Dawson Creek, is chairman of the Committee. Other members are: Lou Surerus, Chetwynd; Harry DeHaan, Fort Nelson; Steve Thorlakson, Fort St. John; Norm Guelly, Hudson's Hope; Marc Laloge, Pouce Coupe; Roy Blackwood, Taylor; Joy Davies, Tumbler Ridge; Frank Parker, Fort Nelson-Liard Regional District; Ben Knutson, Peace River Regional District.

The Committee has met twice already to discuss terms of reference and the public consultation process.

What Are The Terms Of Reference?

The Committee is responsible for determining the present and future transportation needs and priorities of the region; for analysing issues and providing support documentation for recommended improvements; and for recommending to Government a comprehensive transportation plan for the region that includes both short and long-term objectives.

How Can You Get Involved?

Community input will be sought through written submissions and public hearings. The hearings will begin in Hudson's Hope on February 28 and end in Dawson Creek on March 14 (see full schedule on this page). Individuals, groups and businesses are invited to write and/or make oral submissions to the Committee at one of the public hearings, outlining their ideas, concerns and recommendations on regional transportation issues and priorities.

Background information is contained in the 18 volume *Delcan Transportation Planning Overview*, prepared for the Ministry of Transportation and Highways and available at all regional public libraries.

Where Should You Send a Written Submission?

Written submissions can be presented at the public meetings or they can be mailed to the Regional Transportation Committee, c/o Mr. Dave Pankratz, Regional Development Officer, Room 125, 1201 103rd Avenue, Dawson Creek, B.C. V1G 4J2. Guidelines are available on request. The deadline for submissions is April 15, 1989.

How Can You Get More Information?

For more information, contact Committee Chairman Harald Hansen at 782-3351 or Regional Development Officer Dave Pankratz at 784-2215.

YOU ARE INVITED

PUBLIC HEARING SCHEDULE
NORTHEAST

February 28, 1989		**March 8, 1989**	
Community Hall		Bowes Room, Pioneer Inn	
Hudson's Hope	7 p.m.	Fort St. John	7 p.m.
March 1, 1989		**March 9, 1989**	
Room 1, Community Centre		Bear Pit, Town Square	
Tumbler Ridge	7 p.m.	Fort Nelson	7 p.m.
March 2, 1989		**March 14, 1989**	
Recreation Centre		Regional District Office	
Chetwynd	7 p.m.	Dawson Creek	7 p.m.
March 7, 1989			
Clearview School			
Clearview	7 p.m.		

Hon. Jack Weisgerber, Minister of State for Northeast

Province of British Columbia
Ministry of Transportation and Highways

Figure 3

The Ministry of Transportation and Highways supported the Committee extensively, through the efforts of the Regional Director Joe Jensen and Transportation Planning Engineer Gordon Wagner.

Together the Committee and its support group began the process of reviewing the existing system, determining regional needs, and establishing future regional transportation directions for the short and long term.

First, the Committee reviewed the 18 Volume Delcan Report, entitled, A Transportation Planning Overview of the Province of British Columbia; specifically, focussing on Volume 11, Economic Development Region 8 Northeast. The Committee expressed displeasure with the Delcan Report, considering the Report to be errant in its northern representation. It fails to recognize the issues which are unique to the north such as the complexity of resource roads, the importance of new road development, the impact of resource extraction and the funding difficulties experienced by the north. Exception was also taken to the data which did not identify the Heritage Highway and raised questions over the viability of rail service in the Region. The Committee did not approve the Report. They recognized its merit as a beginning point but did not wish to dwell extensively upon it.

The Committee elected to solicit public input through a series of public hearings. They considered this method to be the most suitable for the Region. Public hearings were to be held in the six communities and two rural areas of the Northeast Region, from Fort Nelson in the north to Tumbler Ridge in the south.

Several news releases were issued which advised of the formation of the group and the general intent of the Freedom to Move project, followed by newspaper ads which advertised the hearings (see figure 1). Posters of the hearings and dates were strategically distributed throughout the Region. Committee members, were instructed to inform interested persons and groups of the hearings in their local communities. Special notices were mailed to over 50 parties which the Committee felt may wish to participate in the hearings, such as key industrial employees in the area.

The public hearings were seen as the most important component in the process. Therefore, the Committee members agreed that they would attend as many hearings as possible so that a regional perspective could be obtained. Public hearings were held in the evenings from 7 PM on until every individual who wished to make comments had the opportunity to do so. Committee members also discussed issues with presenters following the hearing in an attempt to gain a greater appreciation of issues.

Prior to the commencement of the hearings, the Committee met to prepare for the sessions. They reviewed two recent reports which related to Northeast transportation issues:

a.) Sandwell Swan Wooster, Study of the Costs and Benefits Associated with the Development of a Road Between Fort Nelson and Rainbow Lake. October, 1988; and

b.) Sandwell Swan Wooster, Benefit Cost Study of Road Access to Monkman Park. June, 1989.

Ministry of Transportation and Highways staff further prepared the Committee by reviewing the stages involved in a highway project (see figure 2). The Committee considered it important to become aware of the time and cost constraints involved in the initiation, design and construction of a project. This information would help in future project analysis. They also discussed with the Regional Director of Highways the proposed 1989/1990 project list. This was a very welcome approach, which provided the Committee with a general overview of the existing system and the general operating procedures of the Ministry of Transportation and Highways. Throughout the process, when requested, information was provided to the Committee by the support group members in order to assist them in their decision making.

The public hearings began February 28, 1989, and proceeded until March 14, 1989. Both written and oral submissions were recorded. Presenters represented municipalities, Chambers of Commerce, tourism organizations, industry, and the general public. All were welcome to present their views. In total 51 submissions were received of which 90 percent were in written format. Many participants who gave oral submissions later contacted the project coordinator a second time with written documentation. (Note the second contact was not counted as a new submission). The Committee was most pleased and encouraged by the quality, and depth of submissions.

All public hearing submissions are available for viewing at the Minister of State Offices in Dawson Creek and Victoria. Although submission closure was suggested as April 15, 1989, the Committee continued to accept submissions until the final preparation of the report.

A list of all submission presenters can be found in Appendix 8.0 of this report. Appendix 8.0 also includes a summary of the number of submissions made and attendance at each public hearing.

Following the public hearings a summary of the issues contained within the submissions was prepared. Each submission usually contained several issues, and conversely several submissions on occasion focussed on one issue. Thus, to facilitate review a summary listing was prepared which appears in Appendix 8.1. All submissions and issues were considered by the Committee.

Not all issues identified are to be found on the project lists. Issues which the Committee considered to be very local in nature or which were addressed in previous announcements (ie Beatton River Crossing Project) were excluded from the category of projects. For purposes of clarity, issues of a construction nature are termed projects while issues which were of a policy nature were termed initiatives (see chapters 4 and 5).

The Committee elected to observe their mandate of dealing with "regional transportation issues." A culvert on a secondary road was not considered within their scope, but the maintenance and upgrading of secondary roads certainly was considered to be within scope.

In the review of the submissions, Ministry of Transportation and Highways staff commented upon the technical aspects of the projects and provided budgetary data. Maps locating the projects were also prepared for the Committee.

Thus, following the public hearings and a review of the submission, the Committee faced the challenge of ordering the projects and identifying their directional emphasis in the short and long term. Five key variables: regional significance, social, economic, and environmental impact, time and safety were considered.

Each project was rated by Committee members. Scores were compared and lengthy debates over the pros and cons of each rating and project were held. This process was used as a tool to determine the Committee's priorities and establish consensus.

Following a rating exercise and hours of deliberation the Committee proceeded to place the projects in three groups:

GROUP RATING

A. Projects in this group have high regional significance, high social and economic impact, low environmental impact, a high safety factor and generally these projects require immediate attention.

B. Projects in this group have less of a regional significance, less social, and economic impact, may have some environmental impact, a lower safety component and require commencement of initial planning and may be medium to long term in nature.

C. Projects in this group are of lesser regional significance, lesser social and economic impact, could have major environmental impacts and are long term in nature.

The Committee agreed that projects for the 1990/91 budget year should be drawn from each group, A, B, and C, and that a simultaneous work program be developed by the Ministry of Transportation and Highways.

For example, a project with a B rating may require that preliminary planning and design work begin in 1990/91 with actual construction taking place in 1992 or 1993.

The Committee recognized the complexity of project development and timing. It also recognized that, by the very nature of regionalism, one project could not be the focal point but rather an integrated planning approach was needed.

As part of the overall planning process, project information forms were also prepared for the Committee in accordance with the Ministry of Transportation and Highways guidelines. These forms are on file and will form the data base for future reviews. Regional Transportation Planning Committees will review Regional priorities annually.

The Regional Transportation Committee has met on an almost monthly basis since January. Their work to date culminates with this Report, Northeast - Region 8 Transportation Committee Recommendations. This Report was presented to the Regional Advisory Committee for review on June 26, 1989.

The Honourable Jack Weisgerber, as Chairman of the Regional Advisory Committee accepted the Regional Transportation Planning Committee's report.

The Minister of State will present the Report to the Ministry of Transportation in July. It will then be reviewed by the Ministry of Transportation and Highways following which it will become a support document of the Province of British Columbia Strategic Transportation Plan 1990-2000.

4.0 TRANSPORTATION ISSUES

Only three modes of transportation: road, air and rail, were addressed by submission presenters at the public hearings. The Northeast, being a land locked region did not raise issues with respect to port and marine facilities. Thus, to facilitate ease in discussion, the Committee grouped its deliberations and recommendations as follow:

4.1.0 Roads

4.5.0 Barging

- 4.1.1 Highways
- 4.1.2 Highway Intersections
- 4.1.3 Bridges
- 4.1.4 Secondary Roads
- 4.1.5 Resource Roads
- 4.1.6 New Roads

4.2.0 Rail

4.3.0 Air

- 4.3.1 Federal Involvement
- 4.3.2 Community Airports
- 4.3.3 Air Initiatives

4.4.0 Pipelines

Initiatives will be addressed in chapter 6 since these are not specific projects but rather suggested policy areas. Policy areas are also presented in the form of Committee recommendations throughout chapter 4.

4.1.0 Roads

4.1.1 Highways

Two outstanding road issues faced the Committee following the public hearings: that of the condition of the existing road network, and the need for new road construction as a

catalyst to development. Recognizing the resource nature of the Region's economy, both issues are significant to its growth and evolution. The Committee chose to emphasize the importance of rehabilitating and upgrading the existing highway system as its prime priority. Access into and out of the Region was considered a basic necessity. From a social and economic perspective, the movement of goods and people to markets were of primary concern.

Every highway, without exception, in the Region was cited in the submissions as requiring rehabilitation and upgrading. The weather, topography and heavy industrial movement have taken their toll on the northern road systems. Indeed the very access to the Region, the Pine Pass, is in desperate need of work as indicated repeatedly by presenters at the public hearings.

Four major highways intersect the Region along with several shorter connections.

1. The John Hart Highway (97) links the Northeast to Prince George and points south. Highway 97 extends from the Pine Pass to Mile 83 on the Alaska Highway inclusive.

2. The Alaska Highway will, for this report, commence at Mile 83 and proceed to the Yukon border. This encompasses the portion of highway which is presently under Federal jurisdiction.

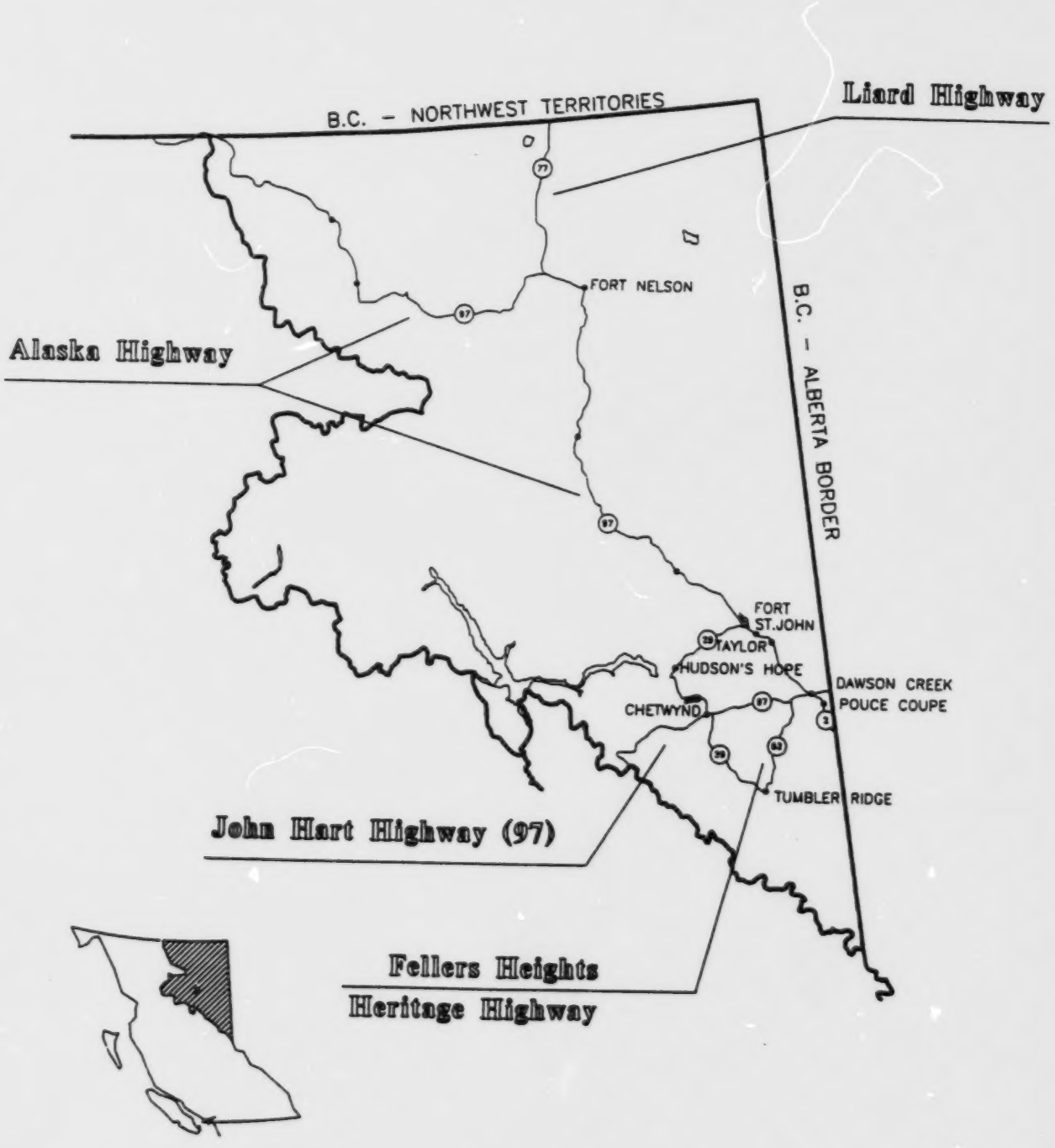
3. Highway 2 is the easterly access to the Region from Alberta.

4. Highway 29 begins in Tumbler Ridge, continues to Chetwynd, Hudson's Hope and connects north of Fort St. John with the Alaska Highway.

5. A fifth highway, which is often referred to as the Fellers Heights - Heritage Highway (52), begins at Tumbler Ridge and connects with the John Hart Highway (97) at Arras west of Dawson Creek.

REGION 8 NORTHEAST

MAP 2 HIGHWAYS



6. The Region has a sixth highway, the Liard Highway (77), which is located in the far north and connects Fort Nelson area with Fort Liard in the Northwest Territories (see map 2).

Highway 97 is the main access route for all traffic entering the region from elsewhere in British Columbia. Any traffic heading north must travel over Highway 97 to reach its destination in the Northeast, the Nechako Region, the Yukon or the Northwest Territories. Therefore, the rehabilitation of Highway 97 is not an option, it is a necessity! Submissions to the Committee described the Pine Pass, the section of Highway 97 from Prince George which leads into the Northeast, as deplorable. One has only to travel the Highway to realize the frost heave damage and the deterioration of the pavement that has taken place.

With the advent of heavier trucks and long B-trains licenced for industrial haulage, the Highway surface has been pounded beyond design.*

Presenters also stressed the need for passing lanes and wider shoulders where possible, as a safety precaution, since a large portion of traffic is industrial.

Further along the Highway the condition of the East Pine Bridge was highlighted by presenters at Chetwynd. This narrow bridge was built in the 1940's as a temporary structure. It is viewed as a safety hazard and unsuitable for the needs of today's wide and longload truck traffic.

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* Note: The impact in terms of wear and tear of one B-train truck has been quoted in discussions as the equivalent of 6,000 -9,000 cars, but the researcher could not verify these figures.. Traffic volume counts as provided by the Ministry of Transportation and Highways do not differentiate by truck or car, since they count only axles. Therefore, it was impossible to determine what type of vehicle was being counted. For example, in one month 1500 vehicles passed through the Pine Pass, and using the above quote: if only half these vehicles were trucks, Highway 97 at the Pass alone would have a traffic volume the equivalent of several million cars.

Without doubt, this major artery has regional significance. Its economic impact as the major access route for goods and resources travelling into and out of the Region is undeniable. It is interesting to observe from traffic flow data that a great deal of traffic seems to enter the province from the Alberta side and head north. The Pine Pass appears to be bottle neck.

Thus, in light of its major implications, the Committee makes the following recommendation.

1.a) **THAT A MAJOR REHABILITATION PROGRAM BE IDENTIFIED AND COMMENCED AS SOON AS POSSIBLE FOR HIGHWAY 97 FROM PRINCE GEORGE TO MILE 83. THIS PROGRAM SHOULD INCLUDE UPGRADING OF THE PINE PASS, THE REPLACEMENT OF THE EAST PINE BRIDGE AND IDENTIFICATION OF ANY OTHER RESURFACING OR ALIGNMENT PROJECTS THE MINISTRY OF TRANSPORTATION AND HIGHWAYS DEEMS NECESSARY TO BRING HIGHWAY 97 UP TO AN ACCEPTABLE STANDARD.**

The Committee acknowledges that this is not a small project but rather a costly and lengthy project with many sub projects. Therefore, it would request:

1.b) **THAT THE MINISTRY OF TRANSPORTATION BEGIN ITS INITIAL DESIGN STAGES AND RETURN TO THE COMMITTEE WITHIN THE YEAR WITH A COMPREHENSIVE TIME TABLE AND REPORT ON HIGHWAY 97 REHABILITATION PROGRAM.**

The Alaska Highway poses unique problems. Since commencing at Mile 83, the highway falls under Federal Jurisdiction. The Alaska Highway, a main transportation corridor, provides primary access to vast forest and oil and gas resources of the Fort Nelson area. It is also the basis for the area's tourism industry.

The Alaska Highway is a vital link between Canada's north and the rest of the country. It is along this route that the majority of trucks and freight traffic heading to Alaska, Yukon and N.W.T. must pass. This route in conjunction with Highway 97 affects the entire Provincial economy.

Negotiations as to future responsibility and jurisdiction have taken place between Federal and Provincial governments over an extended period of time. Currently, the road is being upgraded by the Federal Government, with particular emphasis on the section of the highway between Fort St. John and Fort Nelson. The section of the Highway south of Mile 83 has been transferred to Provincial jurisdiction following its upgrading and paving by the Federal Government. There is increasing importance being placed on the Alaska Highway, both in commercial terms of serving the resource developments in the area, and in terms of being one of the main highway corridors to Alaska, the Yukon and the Northwest Territories. It also is playing an increasingly important role in terms of the tourism industry in the north. There is mounting concern with the fact that the 300 mile section north of Fort Nelson is in a continuing state of disrepair.

It was repeatedly pointed out to Committee members that the Provincial Government gains revenue from fuel taxes the full length of the highway, yet only services to Mile 83.

In 1992 the Alaska Highway, which has had a colourful past, will celebrate its 50th anniversary. Project '92 has been established to coordinate events and festivities surrounding the celebrations. The anticipated increase in tourism is projected at 20+ percent. The economic impact to the communities along Highway 97 and the Alaska route will be in the multi-million dollars. Many view the year as the north's Expo.

Therefore, in the Committee's opinion and echoing the numerous briefs which identified 1992 as a target year, the following recommendations are made:

2. **THAT THE PROVINCIAL GOVERNMENT RESUME IMMEDIATE NEGOTIATIONS WITH THE FEDERAL GOVERNMENT TO ENCOURAGE UPGRADING OF THE ALASKA HIGHWAY AND THAT BY THE YEAR 1992 IT BE PART OF THE PROVINCIAL HIGHWAY SYSTEM.**

Both Highway 97 and the Alaska Highway are the main north/south arteries of the Province. If the northern regions are to be the suppliers of resources to southern processing centers or to port facilities for shipment to Asian markets, goods and people must have an acceptable route into and out of the Region. The Alaska Highway and Highway 97 form this route, yet almost every municipal submission noted its poor condition.

The Region's east/west highways were also sited by presenters as in need of rehabilitation and upgrading. Highway 2 which enters the Region from Alberta requires realignment as it passes through Pouce Coupe. As the highway curves through the community it creates two very hazardous corners. Numerous accidents have taken place at the corner and property owners have been forced to replace fencing etc. on several occasions. The problem stems from existing road design and standards not meeting the needs of todays modern vehicles.

The original road was built in the early 30's and at that time adequately served the farming community but with today's heavy industrial hauling equipment, (a B-train could be hauling anywhere from 40,000 - 150,000 lbs), sharp corners can be extremely hazardous. Industrial truck traffic has increased significantly according to Ministry of Highway staff, since the Louisiana Pacific plant in Dawson Creek has come into operation. The corner is considered a major hazard by all which requires attention based on a safety priority.

Thus, the Regional Transportation Planning Committee recommends:

3. **THAT THE HORIZONTAL REALIGNMENT OF HIGHWAY 2 AS IT PASSES THROUGH POUCE COUPE BE COMMENCED WITHIN THE NEXT BUDGET YEAR AND THAT INITIAL DESIGN WORK BEGIN IMMEDIATELY TO CONSIDER ALL VIABLE OPTIONS.**

The most difficult highway to address is Highway 29, specifically the section from Chetwynd to Fort St. John (Hwy 29N). Once again it was extensively noted and documented in the submissions that this highway is in need of rehabilitation and bridge upgrading. Committee members concurred with the submissions (see Appendix 8.1).

The bridge at Cache Creek was identified as being narrow and needing replacement. Sharp curves at Halfway Hill were sighted as being extremely dangerous during ice conditions, which in the north may extend from October to April, 7 months.

With the impending oil exploration, (recall March sales of $14 million), traffic along this corridor will increase substantially. If the communities of Fort St. John and Chetwynd are to provide servicing to the oil and gas industry good highway access is needed. For the residents of Chetwynd who may do shopping or business in Fort St. John this route is their main corridor. Indeed several presenters were almost daily commuters who commented on the roads poor condition.

The Regional Transportation Committee was very concerned over B.C. Hydro's Site C project (a continuation of the Bennett Dam Hydro Project). Should the project proceed, sections of Highway 29N may be flooded plus new bridge structures may be required. As part of the concern over the roads in the Chetwynd - Hudson's Hope - Fort St. John corridor, the Committee also discussed the Del Rio River Jackfish Road, a resource road which was extensively noted by presenters (appearing in project list). The location of a new bridge will impact upon this roadway and Region's communities. In an effort to be cost efficient and to optimize provincial expenditures the Committee calls for coordinated efforts between B.C. Hydro and the Ministry of Transportation and Highways. Therefore, the Committee makes the following recommendation:

4. **THAT THE MINISTRY OF TRANSPORTATION AND HIGHWAYS COORDINATE WITH B.C. HYDRO AND THE SITE C PROJECT, TO DETERMINE A REHABILITATION AND BRIDGE CONSTRUCTION PROGRAM FOR HIGHWAY 29N WHICH WOULD OPTIMIZE EXPENDITURES AND MAXIMIZE SAFETY. THESE DISCUSSIONS SHOULD BEGIN IMMEDIATELY.**

5. **THAT, IN THE CONSIDERATION OF THE LOCATION OF A PERMANENT BRIDGE AS PART OF SITE C CONSTRUCTION, A SITE BE SELECTED WHICH WILL BENEFIT ALL THE COMMUNITIES OF THE REGION AND NOT BE DETRIMENTAL TO NEIGHBOURING COMMUNITIES.**

Progress should be reported by the next annual meeting of the Regional Transportation Committee in the fall of 1989.

The community of Tumbler Ridge has access to the Region via two routes, (1) Highway 29S which connects Chetwynd and Tumbler and (2) the Fellers Heights - Heritage Highway which begins west of Dawson Creek. At present, the Heritage Highway requires upgrading, realignment, and paving. A 24 km section at the start of the Dawson Creek end has been paved and a 25 section from Tumbler Ridge has been paved, leaning approximately 55 km in between the locations to be reconstructed and paved. This route if completed would provide an excellent tourist circle route from Dawson Creek to Chetwynd to Tumbler Ridge to Dawson Creek. This route would appeal to the near by Alberta market. A potential tourist market of 80,000± exists in the Alberta Grande Prairie / Peace River area. For goods originating in Dawson Creek the route would certainly reduce freight costs and allow for greater access to local markets.

In reviewing the issues the Committee recommends:

6. **THAT THE FELLERS HEIGHTS-HERITAGE HIGHWAY BE COMPLETED TO PAVED HIGHWAY STANDARDS.**

4.1.2 Highway Intersections

Almost every community in the Northeast has a highway which cuts a corridor through it. In some cases the Highway is "the main" street as in the case of Chetwynd. Municipalities, through their submissions expressed concern over issues such as access to the highway, illumination for safety, landscaping and turning lanes for long loads. A municipal cost sharing program exists but its continuance and increased funding is sought.

The community of Taylor is an excellent example of the need for corridor upgrading. Taylor's heavy industrial base draws excessive industrial traffic. The polarization of having Fort St. John at one end and Dawson Creek at the other end (see map 2), also generates heavy traffic movement along the corridor. For example during morning shift changes several hundred vehicles will proceed to Taylor, along with industrial truck traffic. The result is congestion with dangerous access problems.

Thus the Committee recommends:

7.a) **THAT ALL COMMUNITIES THAT INTERSECT WITH A HIGHWAY BE REVIEWED FOR SAFETY AND THAT THE PRESENT MUNICIPAL COST SHARED PROGRAM BE CONTINUED AND EXPANDED.**

7.b) **THAT ALL MUNICIPALITIES BE ACTIVELY CONSULTED IN THEIR INTERSECTION PLANNING PROCESS AND THAT THEY BE MADE FULLY AWARE OF FUTURE PROJECTS.**

8. **THAT IN THE CASE OF THE COMMUNITY OF TAYLOR SPECIAL RECOGNITION SHOULD BE GIVEN TO THE CORRIDOR ALONG HIGHWAY 97 AND ALLOWANCES MADE FOR THE EXCESSIVE INDUSTRIAL USE OF THE CORRIDOR.**

4.1.3 Bridges

The topography of the Northeast with its deeply incised river valleys necessitates several bridge structures as part of the highway systems.

Indeed the project which raised the most discussion at the Public Hearings was the Beatton River Crossing. This project was announced in April by the Honourable Neil Vant, Minister of Transportation and Highways. The Transportation Planning Committee, recognizing the extensive expenditures required to complete the project would like to state:

9. **THAT THE BEATTON CROSSING PROJECT BE CONTINUED WITH THE FULL SUPPORT OF THE TRANSPORTATION PLANNING COMMITTEE AND THAT THE PROJECT BE CONSIDERED A SEPARATE CAPITAL EXPENDITURE FROM THE PROJECTS IDENTIFIED HEREIN. THIS PROJECT WAS BEGUN PRIOR TO THIS PLANNING STRATEGY BUT ITS IMPORTANCE TO THE REGION WAS ACKNOWLEDGED AND CONFIRMED BY THE SUBMISSIONS AT THE PUBLIC HEARINGS.**

Public support for the Beatton River Crossing was extremely strong.

Both Highway 97 and Highway 29 have several bridges which require upgrading. These bridges such as the West Pine and (Hwy 97S) East Pine Bridges (Hwy 97S), and Cache Creek (Hwy 29) are listed as part of the rehabilitation projects for both Highway 97 and Highway 29 in the project list chapter 6.

Two bridges were separated from the highway category, the Moberly River Bridge and the bridge at Hasler Flats. A third bridge at the Cameron River on Mile 95 was also noted, but removed from the project list since it will be addressed in 1989/90. In the case of the Moberly River Bridge, the road alignment is off and a safety hazard. The Hasler Flats bridge is a temporary single lane bailey bridge which warrants replacement. These bridges appear as separate bridge projects in chapter 6.

A major bridge rehabilitation program is warranted now in the Northeast. The majority of the bridges are old and of narrow traffic design. For the purposes of this report they have been considered as part of the Highway Rehabilitation Program but special funding or allowances for bridge structures may be needed.

Thus the Committee recommends:

10. **THAT THE BRIDGES OF THE REGION BEING AN INTEGRAL PART OF THE HIGHWAY SYSTEM BE UPGRADED, REHABILITATED AND REPLACED WHERE NECESSARY. A MAJOR BRIDGE REHABILITATION PROGRAM IS CALLED FOR.**

4.1.4 Secondary Roads

Unlike other regions of British Columbia, the Northeast has the distinction of having a major portion of its secondary road system laid out in a grid system. The grid system due to various reasons was not totally completed in locations. There are, for example, many small connections (1-10km) which if put into place would reduce travel and costs for the farming community and for those who provide services to these areas.

School District No. 60 (Peace River North) presented an excellent submission which called for ten connectors which if put into place would reduce travel time and cost to the jurisdiction and thus the taxpayer over a period of time.

School District bus drivers alone cover 1,429,198 km annually. Understandably, the School District is interested in the construction of road links which would reduce the number of kilometres travelled by service staff.

Representatives of the Clearview farming community also discussed with Committee members several connectors which would reduce their mileage to grain elevators, markets, and generally would open agricultural lands.

Both groups commented upon the poor condition of the rural roads and the need for continued upgrading and maintenance. The School District identified a list of roads which they considered important for upgrading to pavement standard. (see project list chapter 6).

A third issue which centers around the maintenance and up-keep of secondary roads is the use of such roads as bypasses and short cuts by industrial users. Road 237 is an excellent example of a road which was adequate for the surrounding community but has recently developed traffic pressures by heavy industrial usage travelling north to the Alaska Highway. The result is a secondary road with an excessive dust problem, which will soon be in need of maintenance and angry residents who view it as a safety hazard.

A Committee member inspected the road and noted that within his hour of inspection only fully loaded transports travelled the route. This phenomena is not unique to this road, many secondary roads experience the pressures of increased resource activity. It is the nature of a resource region. Equipment must be moved to locations, and sites must be serviced, yet the wear and tear on the roadways is costly to the tax payer.

Thus the Committee in its deliberation and dialogue recommends:

11. **THAT THE GRID SYSTEM IN THE NORTHEAST BE REVIEWED BY THE MINISTRY OF TRANSPORTATION AND HIGHWAYS TO DETERMINE WHICH CONNECTORS WOULD SERVICE THE COMMUNITIES BEST. THIS REVIEW SHOULD BE COMPLETE AND READY FOR DISCUSSION WITHIN THE NEXT BUDGET YEAR.**

12. **MAINTENANCE, REHABILITATION AND UPGRADING OF SECONDARY ROADS SHOULD BE AN ONGOING COMPONENT OF THE MINISTRY OF TRANSPORTATION AND HIGHWAYS BUDGETARY PROGRAM.**

4.1.5 Resource Roads

As the demands and pressures of reaching new resources whether they be oil and gas or lumber are placed on the Region, roads leading to resource sites will be required. Historically, the Northeast has seen major portions of its territory opened by resource development. The community of Tumbler Ridge is an example of development due to resource extraction. The community of Fort Nelson is another excellent example of a community whose surrounding area has been opened by resource roads.

There are several points which require addressing under this topic. The first being that of jurisdiction. Who builds and maintains resource roads? There is definitely confusion on the part of the public as to who is responsible for a resource road. At present, at least three provincial departments can have a role in resource roads -- Ministry of Transportation and Highways, Ministry of Forestry, and/or Ministry of Energy Mines and Petroleum Resources. In some cases all three jurisdictions may be involved in the same road. Along with the ministry, jurisdiction is the question of the resource user. The user can be responsible for construction and maintenance of a resource road.

The jurisdiction debate leads into a maze of questions regarding usage and liability. For example, a question which has arisen of late in several northern regions is; if a resource road is built and/or maintained by an industrial user, has the user the right to place a toll on the road, a gate or some type of control mechanism to limit usage? If the road was constructed with the assistance of a government loan, to whom do the access rights extend? Who is liable for the general public while they travel this roadway which they may unknowingly think is a government maintained road?

These questions in turn lead to a series of discussions on road standards. To whose standards are these roads to be built and maintained? In most cases if it is a resource road, the industry wishes to build the road to minimum standards and often for single purpose usage. Yet many of these roads could be utilized as multi-use access if standards were increased slightly but then the question becomes one of who bears the extra cost?

From the industrial perspective one can certainly understand industry's preference to maintain the existing resource road network, especially on the part of the lumber industry. One example, the designation of a resource road as an "off highway haul" (a status which means heavier loads can be hauled) ensures increased profit to the industry. In an industry where profit margins can be slim, this status can make the difference between operation and closure as was pointed out by industry representatives. Thus to suggest highway standards or highway designation for resource roads would over tax the industry.

As the reader can determine by this point in the discussion the issue of resource roads is a complex one which has many facets and implications. It is far too complicated an issue to address in this report and it would suggest a separate report.

The Transportation Committee in light of the submissions and discussions held recommends:

13. **THAT THERE IS A NEED FOR A MAJOR REVIEW OF RESOURCE ROADS AND THAT ONE MINISTRY CONTROL OVER RESOURCE ROADS BY THE MINISTRY OF TRANSPORTATION AND HIGHWAYS BE EXAMINED AS PART OF THE REVIEW.**

14. **THE COMMITTEE FURTHER RECOMMENDS THAT THERE BE EXTENSIVE COORDINATION AND PLANNING BETWEEN GOVERNMENT DEPARTMENTS AND INDUSTRY OVER THE PLANNING, DESIGN, AND USAGE OF RESOURCE ROADS. WHEN POSSIBLE, RESOURCE ROADS SHOULD BE DESIGNED FOR MULTI-USAGE. MAJOR RESOURCE ROADS WHICH OVER TIME HAVE THE POTENTIAL TO SERVE AS SECONDARY ROADS, ALTERNATE ROUTES TO COMMUNITIES OR RECREATIONAL DESTINATIONS SHOULD BE WELL PLANNED AND DESIGNED SO THAT WHEN THE ROAD BECOMES AVAILABLE AS A PUBLIC ARTERY THE TRANSFER IS VIABLE AND EQUITABLE.**

The Committee stressed the orderly development of resource roads both for the benefit of the industrial user and for the public.

4.1.6 New Roads*

The Transportation Planning Committee cannot stress enough the importance of new roads to the development of the Northeast. New roads often linked to major resource exploration, push the frontier further and provide access to areas which usually can be accessed by only a few. New roads are viewed as a main stimulant to economic development.

Construction of new roads is costly. (To construct to Highway standards estimates are in the $1 million per kilometre range). The topography of the Northeast does not lend itself easily to infrastructure construction. New road construction can be a lengthy process taking any where from 2 to 10 years depending upon length and standard to be achieved.

Yet the benefits to both the Region and the Province from new road construction can be substantial. The relationship between economic development and new road construction is the underlying parameter in proposing a new road.

Four new roads were discussed by the Committee.

a. The Fort Nelson - Rainbow Lake Connector

b. Access to Kinuseo Falls

c. Maxhamish Lake access road

d. Heritage Highway to Kelly Lake

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* For purpose of this discussion a differentiation is made between secondary road connectors, resource roads and new roads. New roads are lengthy (over 10 km) stretches of road where no road presently exists.

Two other possible new roads were identified in the submissions. They were a second Crossing of the Sunrise - Two Rivers, and a route south from the Northeast Region (Monkman, Tete/Jaune). At this point in time the Committee considered these projects to be extremely long term (over 10 years) therefore, they are not addressed in the report but simply noted.

The Fort Nelson, Rainbow Lake Connector has been lobbied for very strongly by the northern sector of the Region. Submissions from the community of Fort Nelson and the Regional District have highlighted the economic benefits that would result from the construction of the road. A preliminary cost/benefit has been conducted on the road which does show a potential benefit to the area. The Report, Study of the Cost and Benefits Associated with the Development of a Road Between Fort Nelson and Rainbow Lake is positive.

New information has come to light during the hearings which suggests several economic benefits not discussed in the original cost benefit may exist. Presenters from an Alberta delegation indicated the potential for utilizing the B.C. Rail line at Fort Nelson to ship sulphur and grain, which presently travel by rubber tire modes to Edmonton. Environmental legislation in Alberta requires that enormous stock piles of sulphur be moved from the Rainbow Lake area. If the connector were in place the sulphur could be trucked to Fort Nelson and shipped to ports via the B.C. Rail. If feasible, a definite benefit to the area. The possible agricultural potential of the area was also identified as a benefit.

When the route is opened the Desan oil field will became viable and the Province can expect profitable revenues.

The Committee did resolve to recommend:

15. **THAT INITIAL PLANNING FOR THE FORT NELSON, RAINBOW LAKE CONNECTOR BEGIN.**

16. **ACCESS TO KINUSEO FALLS -- A COST/BENEFIT HAS BEEN COMPLETED ON THE ROAD AND IS PRESENTLY BEFORE A SPECIAL TASK FORCE. THE REGIONAL TRANSPORTATION COMMITTEE AWAITS THEIR RECOMMENDATION BUT SUFFICE AT THIS POINT TO NOTE THAT THE COMMITTEE SUPPORTS THE DEVELOPMENT OF ACCESS.**

17. **MAXHAMISH LAKE ROAD -- THIS IS AN ACCESS ROAD REQUEST FROM THE FORT NELSON AREA TO PROVIDE NORTHERN RESIDENTS WITH ACCESS TO THEIR ONLY RECREATIONAL LAKE MAXHAMISH.**

18. **HERITAGE HIGHWAY TO KELLY LAKE -- THIS ROAD, IF DEVELOPED AND IMPROVED, WOULD PROVIDE A CIRCLE ROUTE WHEN LINKED TO THE HERITAGE HIGHWAY/FELLERS HEIGHTS BUT THE COMMITTEE CONSIDERED THE FELLERS HEIGHTS ROUTE TO BE A PRIORITY AT THIS TIME AND DID NOT RECOMMEND ACTION ON THE KELLY LAKE PROPOSAL.**

The reader should note that although the Committee at this time did not recommend action, in annual reviews issues may be addressed as new information or pressures come to bear and action may at that point be recommended.

4.2.0 Rail

The Regional Transportation Planning Committee took exception to the rail discussions in the Delcan Report. The Report implies the possible ceasing of operation of what is known as the Fort Nelson Extension should a subsidy be withdrawn by the Provincial Government.

The position of the Committee, the Community of Fort Nelson and the areas industrial users was aptly summarized in a submission by Petrosul International a sulphur processing company with operations in Fort Nelson, Chetwynd and Olds, Alberta.

> "The distance from plant to Vancouver and the volume (100,000 tonnes of sulphur per annum) precludes any form of transport other than rail. In other words B.C. Rail is our lifeline and without it our Fort Nelson operation would be closed. In total Petrosul injects over $5,500,000 annually into the Fort Nelson economy. In addition, the sulphur from Fort Nelson is responsible for $13,000,000 of export income, a significant contributor to the Province as a whole. For Fort Nelson to be able to exist as it is today and to enable it to grow and prosper, the B.C. Rail line must be kept open and both the Province of B.C. and B.C. Rail must make a long term commitment to keep the Fort Nelson portion of the rail system operational. Constant reviews and public reports questioning the economic viability of this line only serve to deter possible new developments from seriously considering the Fort Nelson area as a location for secure future operations" (Submission #43).

The Regional Transportation Planning Committee concurs with the above view and recommends:

19. **THAT THE REGIONAL TRANSPORTATION PLANNING COMMITTEE FIRMLY SUPPORTS THE B.C. RAIL LINE THAT SERVES THE FORT NELSON AREA.**

20. **THAT THE RAIL NO LONGER BE CALLED THE 'FORT NELSON EXTENSION.' IT SHOULD BE KNOWN SIMPLY AS PART OF THE B.C. RAIL SYSTEM.**

21. **THAT IN LIGHT OF NEW ECONOMIC DEVELOPMENTS IN THE AREA SUCH AS THE MITSUBISHI CHOPSTICK PLANT THE B.C. RAIL SERVICE TO FORT NELSON CANNOT BE UP FOR ANNUAL REVIEW. THE CONSTANT REVIEW WILL HAVE THE EFFECT OF DIMINISHING THE ABILITY OF INDUSTRY TO MAKE THE NECESSARY LONG-TERM FINANCIAL COMMITMENT THAT WILL SEE DEVELOPMENT OF THE FOREST AND OTHER RESOURCES AT FORT NELSON TAKE PLACE.**

It is believed by submission presenters that there is a viable market within the tourism industry to develop rail tours. In discussions with B.C. Rail, the line from Vancouver to Prince George successfully operates bud car tour services. During peak summer months the cars are booked. Thus the Committee would like to see the possibilities of northern tours developed either to Fort Nelson and/or Tumbler Ridge.

To bring credence to the idea one might look at the very successful day train tour operated out of Sault Ste. Marie, Ontario by the Algoma Central Railway. Known as the Agawa Canyon Tour, it first began operation only in the fall, as a day tour. Today one must reserve months in advance and it operates through several seasons. Such an operation brings millions in tourist dollars to the community. Surely, there are equivalent northern B.C. opportunities which can be explored?

The Committee suggests:

22. **THAT B.C. RAIL AGGRESSIVELY MARKET ITS NORTHERN LINE.**

23. **THAT, IN CONJUNCTION WITH NORTHERN TOURIST ASSOCIATIONS AND PROMOTERS, B.C. RAIL CONSIDER THE USAGE OF BUD CARS AND THE DEVELOPMENT OF SPECIALTY TOURS.**

B.C. Rail was also commented upon by several presenters from the agricultural community who would like to see increased use of side car loading of grains. This method requires the loading of grain cars with simply a grain auger and thus is viewed as cost effective. This method is presently being used in areas with limited grain elevator capacity in Alberta.

The Committee agreed with the submissions that greater usage of side loadings would be advantageous. Therefore, it recommends:

24. **THAT B.C. RAIL ENCOURAGE GREATER USE OF EXISTING SIDE LOADINGS FOR THE LOADING OF AGRICULTURAL PRODUCE AND RESOURCES.**

4.3.0 Air

For the purposes of simplicity the Regional Transportation Committee divided the air mode into three sections: federal involvement, community airports and air initiatives.

4.3.1 Federal Involvement

The Northeast Region has three major airports into which air carriers provide service: Fort Nelson, Fort St. John and Dawson Creek. All three airports have extensive Transport Canada involvement and projections produced by Transport Canada reveal continued and increased usage of these facilities over time.

25. THE TRANSPORTATION PLANNING COMMITTEE SUPPORTS THE CONTINUED UPGRADING AND MAINTENANCE OF THESE FACILITIES AS INDICATED BY TRANSPORT CANADA AND SUPPORTS THE FEDERAL AIRPORT DEVELOPMENT PROGRAM.

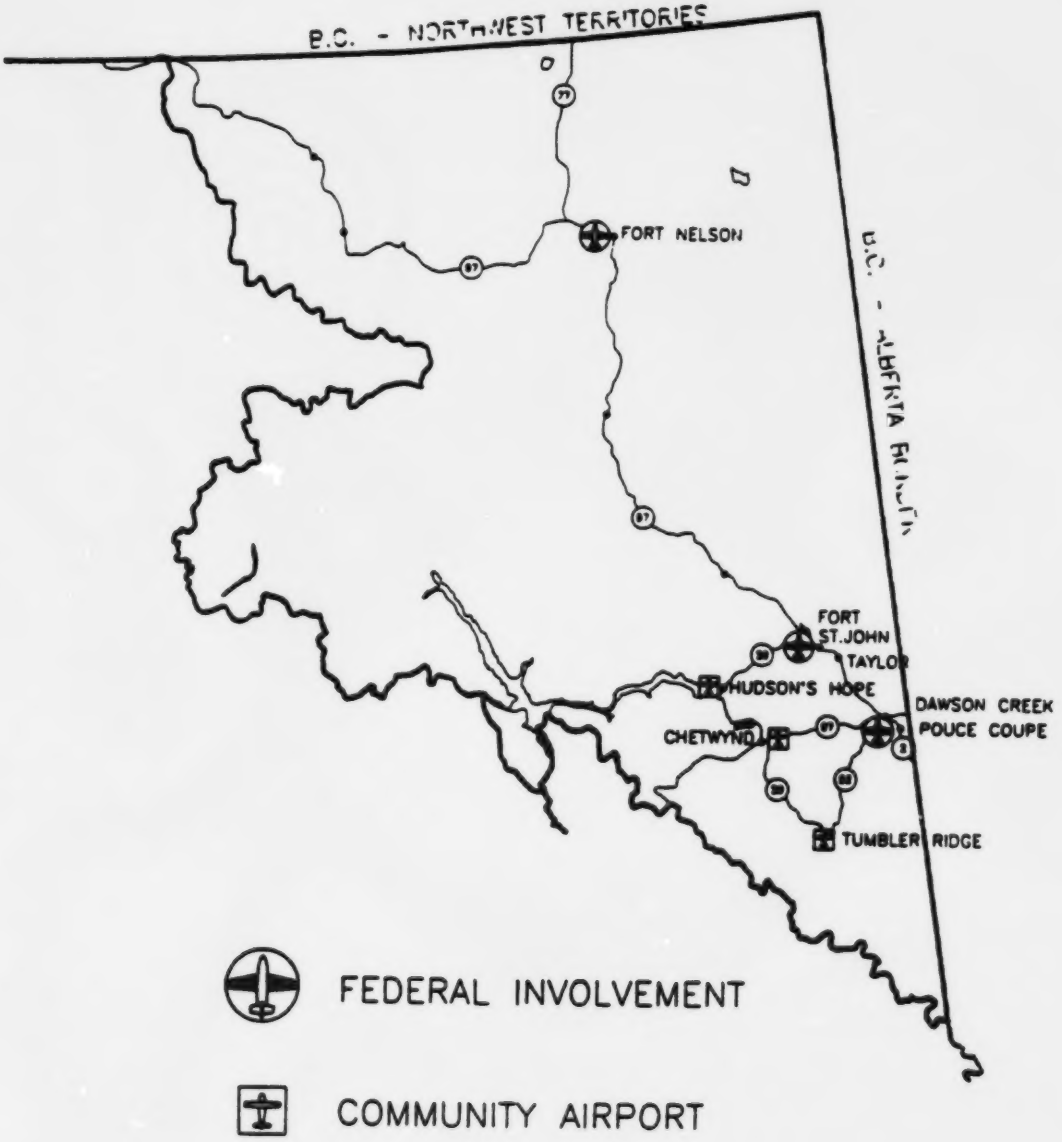
4.3.2 Community Airports

As an integral part of the development of an air network to service the Northeast, smaller community airports serve a vital role. They are especially important as medical emergency evacuation points. The flights known as air medivacs provide Northerners with access to highly qualified medical teams in special treatment centers, ie. Vancouver, when life threatening medical emergencies arise. These air strips are especially important in the case of industrial emergencies where local hospitals are often ill equipped to handle serious accidents.

A medical team from a trauma unit in Vancouver will fly up to the community airport in a versatile light jet, a Cessna Citation. The patient will then be transported to the Vancouver base and within 1 - 2 crucial hours full treatment is available. Thus for Northerners the importance of community airports is a life line and a necessity of northern living.

REGION 8 NORTHEAST

MAP 3 AIRPORTS



Community airports also serve as commercial focal points since many are staging areas for freight destined to remote sites. Since the advent of deregulation increased usage of local airports by charter operators has also enhanced the role of the community airport.

Therefore, the Committee recommends the following:

26. **THAT THE AIR TRANSPORTATION ASSISTANCE PROGRAM (ATAP) BE CONTINUED AND THAT FUNDS TO THE PROGRAM BE INCREASED.**

27. **THAT MAINTENANCE AND OPERATION FUNDS BE AVAILABLE TO MUNICIPALITIES UNDER ATAP.**

28. **THAT THE MINIMUM STANDARD FOR COMMUNITY AIRPORTS BE ESTABLISHED AT:**

    LEVEL 1 - DAY MEDIVAC STANDARD
    (RUNWAY PAVE TO 4000 FEET)

    LEVEL 2 - NIGHTMEDIVAC STANDARD-LIGHTS AND WHERE APPLICABLE DUE TO TERRAIN AND WEATHER CONDITIONS DIRECTIONAL BEACONS.

    LEVEL 3 - UPGRADING
    THEY WOULD CALL FOR UPGRADING SUCH AS TERMINAL DEVELOPMENT AND FURTHER NAVIGATIONAL AIDS.

    ONCE ALL COMMUNITY AIRPORTS WITHIN THE REGION HAD REACHED LEVEL 1, THEY WOULD THEN BECOME ELIGIBLE FOR LEVEL 2 ETC.

Thus the communities of Tumbler Ridge and Hudson's Hope would advance to the second level since they have paved runways and would be supported for lights and navigational aids where necessary to bring their airports up to a night medivac standard, while Chetwynd would be at level 3 status. An excellent submission (#51) from Tumbler Ridge identified the difficulties faced by the area's terrain and the need for navigational aids.

This rather simplistic view is based on the premise that medical evacuation is not a privilege but a must for northerners who do not have advanced medical facilities as readily available as in southern areas.

4.3.3 Air Initiatives

In the discussions of air networks, there were several issues which the Committee feels required addressing even though they are of a policy nature and may be peripheral to the report.

The cost of airfares into and from northern areas was considered excessively high, to the point of prohibiting movement. In the case of the northern small businessman the costs are so high he/she may not be able travel to business related functions in the south, thus not providing a competitive edge.

Families find it difficult to leave the north by air due to the excessive fares. For example, a round trip economy fare for a northerner must initially pay a fare in the range of $400.00 to $500.00 to reach Vancouver and then a second fee is required to proceed from there. The present airline policy of using the Vancouver airport as a hub also requires that the flight to Vancouver be made for destinations elsewhere. These prices are a burden on the travelling northerner.

In line with the excessive cost of airfares the policy of all carriers is not the same regarding travel due to bereavement. In communities serviced by only one carrier this does not vie well. It also does place undue hardship on families. The Transportation Committee would ask:

29. THAT ALL AIR CARRIERS CONSIDER A POLICY WHICH WOULD ALLOW A REASONABLE DISCOUNT TO NEXT OF KIN WHO HAVE TO TRAVEL DUE TO BEREAVEMENT.

It has been recommended:

30. **THAT THE PROVINCIAL GOVERNMENT PROVIDE A TAX REBATE TO PATIENTS, AND THEIR FAMILIES WHO OFTEN ACCOMPANY THEM OUT OF THE REGION, IN SEARCH OF ADVANCED MEDICAL TREATMENT. THE NEEDS OF THE HANDICAPPED SHOULD ALSO BE ADDRESSED.**

If regular trips are required over a lengthy period of time this can be a financial burden to the family. If the present policy of locating highly specialized treatment facilities in the Vancouver area is continued, a process which allows for the freedom to move in these special cases should be available to northerners.

The Committee would also like to recommend to the air carriers that they review the possibilities of an east/west air link. At present all traffic is forced north/south. For example, if one wishes to travel from Fort Nelson to Terrace, one must travel to Vancouver and from Vancouver to Terrace.

The Committee also recommends that a hub and spoke system be developed using the smaller community airports. For example, service could originate on a local carrier from Tumbler Ridge link to flights at Dawson Creek or Fort St. John bound for further destinations such as Vancouver /Edmonton.

The goal is to utilize to the maximum the existing air network and to provide a system which assures access to all northern residents.

4.4.0 Pipelines

Currently in place in the Peace River area there are miles/kms of pipelines, for example:

a) Westcoast Transmission Company - 1,480 kms of 762 millimetre gas pipeline with a gas gathering system in the Grizzly Valley.

b) Trans Prairie Pipelines Ltd. - crude-oil pipeline situated north and east of Dawson Creek.

c) Blueberry - Taylor Pipeline Ltd. - a crude-oil pipeline situated northeast of Dawson Creek.

A refinery is located at Taylor. Condensate butane and propane are extracted at this plant as well as the production of sulphur.

The construction of pipelines, was viewed by the Transportation Planning Committee in a positive light since recent offshore oil spills have devastated the Alaska-Valdez coast. Although, pipelines were not mentioned at the public hearings, the Committee considered them worthy of note as an alternative method for transporting raw materials. Pipelines may also be an alternative to wear and tear on road systems. Pipelines generate employment both during their construction stages and in their operational phases.

Thus the Committee recommends:

31. THAT PIPELINE DEVELOPMENT BE ENCOURAGED AND THAT IT BE SEEN AS AN ALTERNATIVE MODE OF RESOURCE TRANSPORTATION.

4.5.0 Barging

River barging was another mode of transportation the Committee wished to note, as it affects the Fort Nelson area. Fort Nelson is the staging area for barging operations which service Fort Liard, Fort Simpson, and all the way to the Arctic Coast, via the Fort Nelson and Mackenzie River systems. The potential for increased barging service exists should pipeline activity in the Yukon and Northwest Territories increase.

5.0 INITIATIVES

As a result of the public hearings there were several issues raised which were not of a specific project nature but which the Committee felt were worthy of note in this report.

Policy areas which have been addressed in the previous sections and which call for Provincial policy directives are the resource roads and the grid system. These will not be discussed further in this section.

5.1 Safety and Design

Safety on roadways was raised by several brief presenters. One of the most repeated themes was safety and courteous driving on the part of industrial trucks, especially logging trucks. Ten percent of the submissions raised the question of road safety in light of industrial vehicles.

Road designs are such that a truck with a long haul has a problem making turns or the small car driver has difficulty passing a long B-train. Turns and access intersections should be carefully monitored to ensure safety for all. As suggested in section 4.1 an intersection upgrading program would assist in the safety factor.

Passing lanes should be well marked, and noted in advance. More passing lanes where feasible would assist in the multi use of the highways and should be considered in future rehabilitation programs.

Safety in regards to the moving of wide equipment, especially farm equipment was also noted. Representatives of the farming community stressed that if wider shoulders were used in road designs it would be safer and easier to move their wide loads such as swathers and combines.

The Committee in review of the briefs concluded:

32. **THAT A SAFETY CAMPAIGN FOR INDUSTRIAL TRUCK DRIVERS SHOULD BE CONSIDERED AND THAT THE TESTING AND TRAINING OF COMMERCIAL DRIVERS SHOULD BE MORE VIGOROUS.**

33. **THAT TACHOGRAPHS BE MANDATORY FOR ALL COMMERCIAL VEHICLES AND THAT REGULATIONS WHICH ENSURE ADHERENCE TO SPEED LIMITS BE DEVELOPED, USING TACHOGRAPHS.**

34. **THAT THE MINISTRY OF TRANSPORTATION AND HIGHWAYS CONSIDER NEW DESIGN STANDARDS THAT WOULD HAVE WIDER TURNING LANES, WIDER SHOULDERS AND MORE FREQUENT PASSING LANES ON NORTHERN HIGHWAYS TO ACCOMMODATE INDUSTRIAL TRAFFIC.**

5.2 Dangerous Good Routes

Communities which have dangerous good routes, such as Dawson Creek for example, expressed a desire to have the routes well signed and industrial traffic firmly encouraged to use the routes. The Committee concluded:

35. **THAT DANGEROUS GOOD ROUTES SHOULD BE WELL MARKED AND USED.**

5.3 Signage

Several submissions raised issues which the new signage policy developed by the Ministry of Transportation and Highways and the Ministry of Tourism will not address. For example, it was advocated that secondary and resource roads be well signed.

Presenters noted that often small communities are not listed on signs. It was suggested by one Committee members that a large map showing the roadways and communities of the Region be located on Highway 97 and Highway 2. Thus informing the traveler of the area he is about to enter. Such a sign would also mark truck and dangerous good routes.

Several submissions requested a cost/sharing program for large information signs at the entrance to each community. The new signage policy will address some of the needs of the tourist associations but northern communities and tourist operators may have difficulties if they were not listed in the Provincial tour Guide in 1989.

36. THAT SIGNAGE BE IMPROVED ON SECONDARY AND RESOURCE ROADS.

37. THAT THE NEW SIGNAGE POLICY BE MONITORED AND, AFTER A YEAR IN OPERATION, BE REVIEWED TO ASSESS WHETHER IT HAS MET THE NEEDS OF THE NORTH.

5.4 Agriculture

The agricultural community also raised several transportation related issues which in their perception aid and/or hamper their freedom to move. Firstly, the request that purple gas designation for farm equipment be maintained. The Committee considered the issue to be out of the scope of its mandate but supported its continuance.

Secondly, the A-plates be available to the farming community for 3/4 ton vans. These vehicles are often utilized for both on farm and off farm work.

Thirdly, the farming community noted the heavy vehicle inspection restrictions placed on farm vehicles. They considered the inspection requirements to be costly and unnecessary.

In the former (A-plates) the Committee referred the matter to the vehicle inspection branch noting it to be out of the scope of the report.

In the case of the latter (vehicle inspection) the Committee supported vehicle inspection as a safety precaution both for the farmer and for the public.

5.5 Bonded Company

The question of the feasibility of establishing a bonded company to move heavy equipment during restricted weight period was raised. The Committee considered it out of scope at this time, but would refer the issue for further discussion.

6.0 PROJECT LIST

The following is an itemized listing of the projects identified and discussed by the Committee. Detailed project forms are available on file at Ministry of State Offices. Each project is described briefly, its regional significance as an A, B or C rating is given, an initial and operating cost is identified within 50 percent accuracy level, plus the Committee's recommended action is listed.

NORTHEAST

Project list	Rating	Recommended Action
8H001. Highway 97	A	- major Rehabilitation Program immediately
Rehabilitation Program from Pine Pass to Mile 83 Pine Pass West Pine Bridge West Pine to Mount Lemoray East Pine Bridge Other Projects as identified		- bring Highway up to acceptable standard - return to Committee in 6 months to a year with plans
8H002. Alaska Highway from Mile 83 to Yukon Provincial take over *of the Highway*	A	- Provincial & Federal Government to resume negotiations
Upgrading of remaining highway		- encourage upgrading by 1992
8H003. Highway 2	A	Correct corners - has started - within next budget year
Pouce Coupe Horizontal realignment		

8H004. Highway 29 Rehabilitation program Hudson's Hope Bridge remedial work Halfway Hill Slide Cache Creek Bridge	B	- discussion with B.C. Hydro begin immediately
8H005. Fellers Heights / Heritage Highway Highway - upgrading, realignment and paving	B	- completed to paved highway standards
8H006. Highway Intersection Program Every Community should be examined 97S and 29N Intersection Chetwynd Intersection Hwy 97S and Dangerous Goods Route Dawson Creek - traffic Circle Hwy 97 and Cherry Ave. Taylor Jackfish Rd. intersection near Chetwynd	B	- all intersections to be reviewed - Municipal cost sharing program to be enhanced - Taylor special allowance due to its industrial usage
8H007. Moberly Lake Bridge Relocate bridge	A	- begin construction work

8H008. Hasler Flats Replacement of single lane bailey with two lane permanent structure at new location	C	- begin at least design next year
8H009. Secondary Roads Maintenance and Upgrading Program- roads identified as possible projects Paving Road 101 - from Road 264 north to Prespatou. Road 114 (Mile 64 Road) - from the Alaska Highway to meet pavement two miles west of the Montney Store. Road 271 (Beatton Park Road) from Beatton Park Road to meet pavement two miles south of the Montney Store. Road 108 - pavement. Road 111 - from Goodlow to Clayhurst Road 246A - between Roads 103 and 108	B	- maintenance, rehabilitation and upgrading of secondary roads should be ongoing component of budget
8H010. Review of Grid System	A	- Review to be complete within next budget year

Resource and Secondary Roads

8H011. Clayhurst north and south approaches	A	
8H012. Upper - Lower Cache Creek Connector	B	
8H013. Jackfish Road upgrade	C	
8H014. List identified in Submissions	C	- pending review identification of major connectors cost/benefit basis

Centre Avenue
Upgrade and widen.
Peejay-Prespatou Link
Upper Halfway-Cypress Link
Osborn-Clearview Link
Buick-Prespatou/Rd 285 with Road 195
Osborn-Peejay Road
Upgrade Road 188 from Road 184 (Osborne Road) to the Doig Reserve
Flatrock Area
Extend Road 244 to the east to meet Road 180
Extend Road 242 approximately four miles to the east to connect road 108 and Road 109.
Prespatou-Wonowon
Mile 98 to link up with Road 169
Road 237

New Roads

8H015. Fort Nelson - Rainbow Lake Connector	B	- begin initial planning of route
8H016. Access to Kinuseo Falls	B	- Pending Task Group

8H017. Maxhamish Lake Access	B	- initial stages
8H018. Heritage Highway - Kelly Lake	B	- initial stages
8A019. Airport		- Level 1 day medivac - Level 2 night medivac - Level 3 upgrade - ATAP more funds - ATAP maintenance Support for Federal Community Airport Program
8R020. Rail		- Fort Nelson support - B. C. Rail use of side loadings - more marketing - Bud cars
8H022. Pipelines		- encourage greater use of pipelines

Policy/Initiatives

8H022. Resource Roads	- Major Provincial Review - One Ministry control - greater coordination
8H023. Signage	- secondary roads - tourism signs monitor policy
8H024. Uniform Regulations Design & Standards of Roads	- widen roads - tacometers in trucks

SUMMARY OF PROJECT RATINGS

NORTHEAST

A.

Highway

8H001. Highway 97 Rehabilitation Program including Bridges
8H002. Alaska Highway

8H003. Highway 2

Bridges

8H007. Moberly Lake Bridge

Resource Roads

8H0023. Review of Resource Roads

Secondary Roads

8H010. Review of Grid System

8H011. Clayhurst north and south approaches

B.

New Roads

8H015. Fort Nelson - Rainbow Lake Connector
8H016. Access to Kinuseo Falls
8H017. Maxhamish Lake Access
8H018. Heritage Highway - Kelly

Highways

8H004. Highway 29
8H005. Fellers Heights/ Heritage Highway
8H006. Highway Intersection Program

8H009. Secondary Roads Maintenance and Upgrading Program - roads identified as possible projects

Paving
Road 101 - from Road 264 north to Prespatou
Road 114 (Mile 64 Road) - from the Alaska Highway to meet pavement two miles west of the Montney Store
Road 271 (Beatton Park Road) from Beatton Park Road to meet pavement two miles south of the Montney Store
Road 108 - pavement
Road 111 - from Goodlow to Clayhurst
Road 246A - between Roads 103 and 108

8H012. Upper Lower Cache Creek Connector

C.

Bridges

8H008. Hasler Flats

Secondary Roads

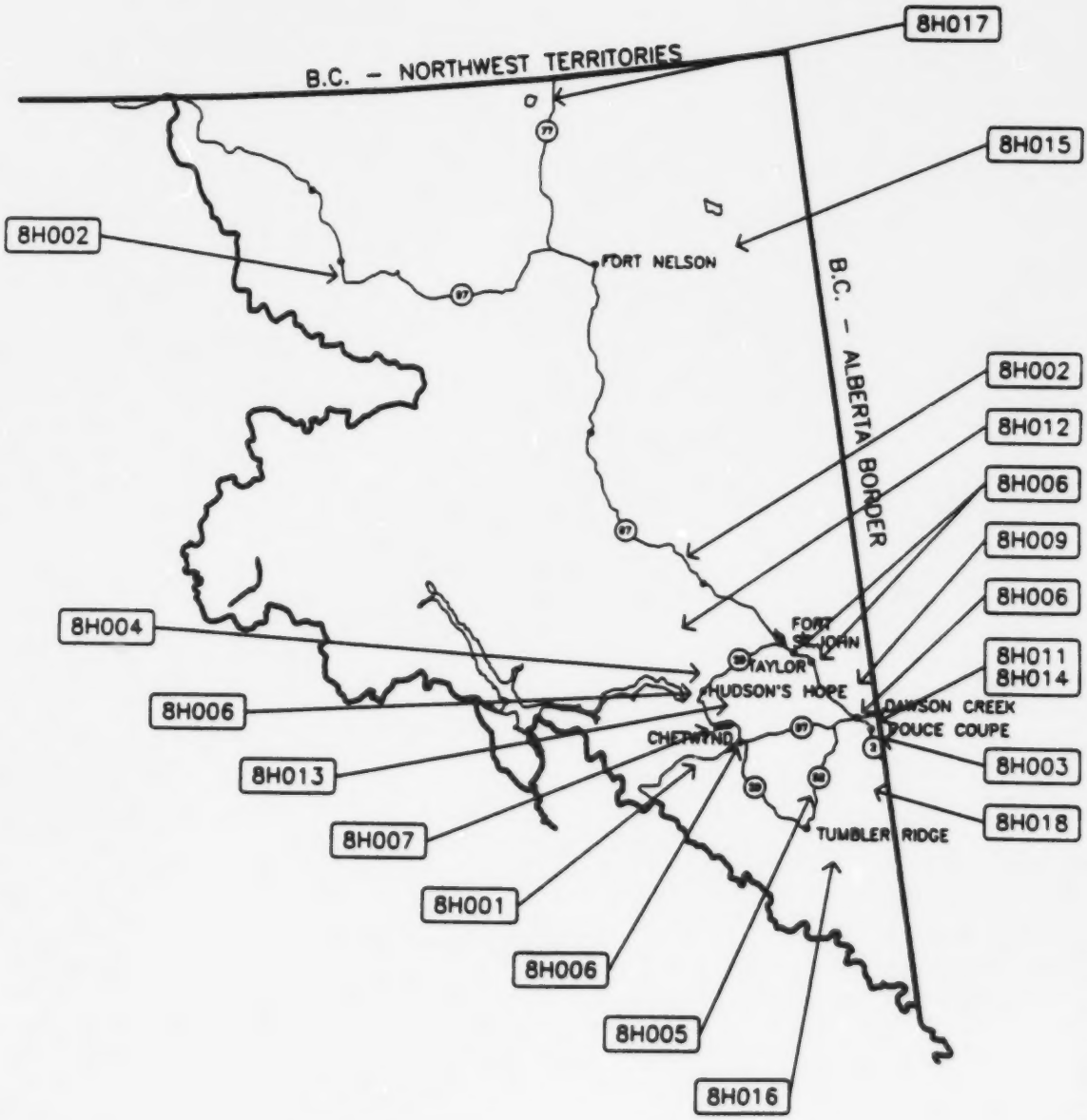
8H013. Jackfish Road Upgrade

8H014. Identified in Submission

Centre Avenue
Upgrade and Widen
Peejay-Prespatou Link
Upper Halfway-Cypress Link
Osborn-Clearview Link
Buick-Prespatou Road 285 with Road 195
Osborn-Peejay Road
Upgrade Road 188 from from Road 184 (Osborne Road) to the Doig Reserve
Flatrock Area
Extend Road 244 to east to meet Road 180
Extend Road 242 approximately four miles to the east to connect road 108 and Road 109
Prespatou-Wonowon
Mile 98 to link up with Road 169
Road 237

REGION 8 NORTHEAST

MAP 4 PROJECT MAP



7.0 Conclusion

The Committee following its deliberations identified through its projects and recommendations several very major programs which it believes the Northeast requires:

i) a major highway and bridge rehabilitation program which commencing immediately would over the next five years rejuvenate the major transportation corridors of the Northeast,

ii) a program which would enhance and continue maintenance of the secondary road network and thus strengthen the existing primary and secondary road system,

iii) a municipal cost sharing program that would enhance the highway system as it passes through the communities of the Northeast adding to their development,

iv) continued and increased funding to the Air Transportation Assistance Program plus the inclusion of maintenance and operational funding, and

v) most important to the future long term development of the Region a new road program which would develop over time new roads shown to be of economic benefit to the Region.

Several reviews are called for by the Committee:

i) a review of the grid system to determine its optimum configuration, and
ii) a provincial review of resource roads and their development.

Once again, the Committee would emphasize the significance of rail transportation to the north and encourage continued Provincial support.

The Northeast, although not heavily populated is the resource focal point of the Province. From within its boundaries millions of dollars in resource revenues flow into Provincial coffers. As all leading economists are quick to point out resources plus manpower plus transportation plus financial support are the ingredients to Regional development. The Northeast certainly has the resources, and the labour force it now seeks the financial support to develop its transportation system and thus lead to the enhancement of its economic activity.

APPENDICES

APPENDIX 8.0

NORTHEAST PUBLIC HEARINGS

Location	Submission	Approx. Attendance at Hearing
Hudson's Hope	6	20
Chetwynd	2	8
Clearview	9	26
Fort St. John	12	26
Fort Nelson	6	50
Tumbler Ridge	2	8
Dawson Creek	5	10
Other*	9	N/A
TOTAL	51	148

* Submissions received following the hearing.

N/A - not applicable

APPENDIX 8.0

List of Submission Presenters

Submission Number	Presenters
1.	Mayor Les Brauten District of Hudson's Hope Box 330 Hudson's Hope, B.C. V0C 1V0
2.	Tex Mackeigan Mackeigan Enterprise Box 5450 Hudson's Hope, B.C. V0C 1V0
3.	Arlene Arlow Box 324 Hudson's Hope, B.C. V0C 1V0
4.	Ralph Evans Box 58 Hudson's Hope, B.C. V0C 1V0
5.	Clarence Vogt Box 391 Hudson's Hope, B.C. V0C 1V0
6.	Dick Ardill Box 6017 Fort St. John, B.C. V1J 4H6
7.	Mayor C. Lasser District of Chetwynd Box 357 Chetwynd, B.C. V0C 1J0

8. Tony Fazekas
Canfor
Canfor Chetwynd Division
P.O. Box 180
Chetwynd, B.C.
V0C 1J0

9. Al Knipple
National Farmers Union
Box 6821
Fort St. John, B.C.
V1J 4J3

10. Stuart Johns
National Farmers Union and
Golata Creek Community
Box 30 RR. #2
Dawson Creek, B.C.
V1G 4E9

11. Randy Hadland
Golata Creek Community
Box 27 RR #2
Dawson Creek, B.C.
V1G 4E9

12. Jarma Ambrose
Box 107
Cecil Lake, B.C.
V0C 1G0

13. Gottleib Lehmann
Box 114
Cecil Lake, B.C.
V0C 1G0

14. Lloyd Kester

15. Abe Unruh
Box 26
Cecil Lake, B.C.
V0C 1G0

16. Bruno Osterwalder
RR #1 Site 8 Compartment 4
Fort St. John, B.C.
V1J 4M6

17. Gerald Giesbercht
Box 154
Cecil Lake, B.C.
V0C 1G0

18. Lawrence Richardson
9012 - 77th Street
Fort St. John, B.C.
V1J 3A6

19. Frank Pruckle
Box 88
Chetwynd, B.C.
V0C 1G0

20. Mayor Fred Jarvis
Village of Taylor
10012 - 100A Street
Taylor, B.C.
V0C 2K0

21. Maurice Fines
North Pine Farmers Institute
259 Road
Fort St. John, B.C.
V1J 4H5

22. Bill Baker
8604 - 76th Street
Fort St. John, B.C.
V1J 2Z3

23. Herbert Lindley
Box 6415
Fort St. John, B.C.
V1J 4H8

24. Bob Volie
Box 339
Taylor, B.C.
V0C 2K0

25. Elaine and John Hughes
Foundation Mechanical Installations
8243 - 100th Avenue
Fort St. John, B.C.
V1J 1W6

26. Eric Graham
Chamber of Commerce
9323 - 100th Street
Fort St. John, B.C.
V1J 4N4

27. Mayor Patrick Walsh
City of Fort St. John
10631-100th Street
Fort St. John, B.C.
V1J 3Z5

28. Abe Unruh
School District #60
(North Peace)
9803 - 102 Avenue
Fort St. John, B.C.
V1J 2C7

29. Wally Wohlgemuth
9615 - 104th Street
Fort St. John, B.C.
V1J 5E5

30. Mayor Frank Parker
Town of Fort Nelson and
Fort Nelson Regional District
Fort Nelson, B.C.
V0C 1R0

31. John Piety
Chamber of Commerce
Box 196
Fort Nelson, B.C.
V0C 1R0

32. Richard Neufeld
Fort Nelson Businessmen's
Association
RR #1
Fort Nelson, B.C.
V0C 1R0

33. Trudy Bennett
Peace River Alaska Highway
Tourism Association
Box 876
Fort Nelson, B.C.
V0C 1R0

34. Mike Mihaly
Rainbow Lake Connection Highway
Association
Box 1653
High Level, Alberta
T0H 1Z0

35. Bob Keen
C/O Coachhouse Inn
4711 - 50th Avenue S.
Fort Nelson, B.C.
V0C 1R0

36. Del Mitchell
District of Tumbler Ridge
3056 Founders
Tumbler Ridge, B.C.
V0C 2W0

37. Glen Bouey
Box 743
Tumbler Ridge, B.C.
V0C 2W0

38. Don Kirschman
Chairman
Transportation Advisory Committee
10105 - 12A Street
Dawson Creek, B.C.
V1G 3V7

39. John Strampel
Chamber of Commerce
102 - 816 Alaska Avenue
Dawson Creek, B.C.
V1G 4T6

40. Sam Side
852 - 112 Avenue
Dawson Creek, B.C.
V1G 2Y2

41. Hellmut Patzelt
Peace River Regional District
Box 810
Dawson Creek, B.C.
V1G 4H8

42. Marc Laloge
Village of Pouce Coupe
Box 190
Pouce Coupe, B.C.
V0C 2C0

43. V.M. Uegama
Petrosul International Ltd.
114-100 Park Royal South
West Vancouver, B.C.
V2T 1A2

44. Willy Olesen
Peace Lutheran Care Centre
9908-108th Ave.
Fort St. John, B.C.
V1J 2R3

45. Marilyn J. Reid
British Columbia Coalition of the Disabled
Task Force on Transportation
#211-456 West Broadway
Vancouver, B.C.
V5Y 1R3

46. J. Jutzeler
Box 67
Cecil Lake, B.C.
V0C 1G0

47. Mavis Nelson
General Delivery
Clayhurst, B.C.
V0C 1K0

48. Frank Hynes
CHC Helicopter Corporation
4391 Agar Drive
Richmond, B.C.
V7B 1A5

49. Clifford S. Kowalsky
Peace Woods Product
PO Box 29
Taylor, B.C.
V0C 2K0

50. Greg S. Jadrzyk
Council of Forest Industries of B.C.
400-1488 Fourth Avenue
Prince George, B.C.
V2L 4Y2

51. Greg Weins
District of Tumbler Ridge
Minicipal Hall
Box 150
Tumbler Ridge, B.C.
V0C 2W0

APPENDIX 8.1

SUMMARY OF ISSUES IDENTIFIED IN SUBMISSIONS

The following is a summary of the issues identified in the submissions.

HIGHWAYS ISSUES	SUBMISSION NO.
Hwy. 29 - Hudson's Hope to Fort St. John	(1) (2) (3) (6)
- rehabilitation	
- bridge Cache Creek	
- Halfway Hill sharp curves	
- switch backs/straightening	
- 10% grades	
Hwy. 97 - north of Prince George	(1) (2) (5) (7) (36) (37) (38)
- rehabilitation	
- East Pine Bridge	
- Pine Pass (1994)	
- paving and upgrading prior to '92	
- Powder King Ski Village to Hassler Flats repaired by 1991	
Alaska Hwy.	
- 4 lane Alaska Hwy from Taylor to Hudson's Hope turn off	(20) (21) (24)
- upgrade Hwy and maintenance	(26) (30) (31) (32) (33) (35)
- Provincial Government become responsible for Alaska Hwy.	(30)
Fort Nelson-Liard Hwy.	(32)
Fellers Heights-Heritage Hwy.	(36) (38) (39)
Hwy. 2-Pouce Coupe realignment of corners	(42)
Highways passing through Communities	
- lighting	
- access - Taylor identified 3 major accesses	(20)
Highway Street Lighting at intersection	(7)
- Chetwynd	
- Hwy. 29 & 27	
- Intersection Hwy. 97 & 29S	
- Fund to assist smaller municipalities which bisect provincial highways	

INITIATIVES	SUBMISSION NO.
Safety	
1. - use of dangerous good route	(39)
- safety on the roads with logging trucks	(3) (5) (29) (41) (50)
- safety with farming equipment and condition of roads - extra cost to farmers	(11) (12)
- wider shoulders on roads	(5) (11) (44)
- design standards for large or small trucks	
2. Agricultural initiatives	(9) (15) (16)
- purple gas	
- A-Plates	
- vehicle inspection	
3. Uniform standards and regulations for provinces	(12) (15) (16) (21)(22)
- re trucking	
-heavy and wide equipment/between provinces	(40)
-funding - sufficient	(20) (21) (7)
4. Bonded Company to move equipment	(22)
8. Signage	
- traffic signage substandard nad unacceptable	(7) (36)
- few meleage signs	
- small communities ignored on signs	
- 1992 - inplace	(20)
- fund for cost/sharing of large tourist signs at entrance to communities	
- non-existence of highway direction and mileage signs with respect to Village of Taylor	(20)
- theme signs to develop each region	
9. Needs of the Ill and Disabled	(45)

Resource Roads - Review

Sukunka Road from Junction of Hwy. 29S	(7)
Better coordination and cooperation between Government and resource base organizations for construction of roads	(21) (41) (50)
Peace Woods and Milligan Creek Road paid by public funds yet charge for use	(22)
"resource roads" should be a major component in the finalized plan	(30) (38)
- upgrade/coordination	
- quality roads	
- Upgrade Desan-Parklake	(32)

BRIDGE	SUBMISSION NO.
Cache Creek Bridge (Hwy 29)	(1) (2)
Moverly River Bridge	(1) (2) (7)
East Pine Bridge (Hwy 97)	(1) (2) (7) (39)
Cable bridge site 1	(4)
Hassler Flats (two lane bridge wanted)	(7)
Clayhurst Bridge upgrade approaches	(11) (38)
Bailey Bridge across the Cameron River on Mile 95	(23)
Beatton Crossing	(9) (11) (14) (15) (17) (20) (26) (27) (28) (29) (17) (9)

NEW ROADS	
Access to Kinuseo Falls	(7) (8) (36) (39)
Second Crossing Sunrise Two Rivers	(9) (10)
Fort Nelson-Rainbow Lake Connector	(30) (31) (32) (33) (34) (35)
Maxhamish Lake Road	(30) (33)
Route South from Norhteast - Monkman/Tete Jaune	(36)
Cost/benefit study to upgrade Heritage Hwy. - Kelly Lake	(36)

SECONDARY ROADS	SUBMISSION NO.
Jackfish Lake Road	(1) (7) (19) (20) (25) (26) (27)
- construction of a bridge the north side of the Peace River - Bridge near Taylor - existing road in poor condition	(32) against
Maintenance, Paving and Rehabilitation of secondary road in general	(11) (15)
Beryl Prairie	(1) (2)
Farrell Creek Road Farrell Creek Hill needs runaway lane	(1) (2)
Lone Prairie Loop	(7)
Upgrade Clayhurst Hill (Road 108)	(9) (11) (47)
Road 244 east to Road 180	(15)
Rolla Road Hill and repaving Road 3	(9) (39)
Connect Fisher Road to Minnonite Road	(13) (46)
Extension of Road 242 form 108 to 109	(15)
Connect of Road 116 West Upper Cache to Road 116 East Lower Cache	(18)
Alternative Route from Taylor to Fort St. John - improving Cherry Avenue to connect with 105 Road	(20)
Review Grid System	(21) (41)
Center Avenue	see submission (28)
Peejay - Prespatou Upper Halfway to Cypress Osborn-Clearview Buick-Prespatou Osborn-Peejay Road Flatrock Area Prespatou-Wonowon	
Paving of Rural Roads	see list (28)
Roads around Pouce Coupe	(42)

AIR	SUBMISSION NO.
Continued ATAP support	(7) (36)
MLS for Chetwynd	
ATAP funds for operating and maintaining airport facilities	(7) (48) (50)
Operating subsidies to local carriers who provide scheduled passenger service	(7)
Tumbler Ridge lights and NDB	(51)

RAIL	SUBMISSION NO.
Crow Benefit for farmers continue	(9)
BCR - use of more sidings and spur lines - to review cost effectiveness of freight costs - truck versus rail	(21)
Fort Nelson Extension - security and permanence	(30) (31) (32) (33)
extend BCR Anzac Line from Tumbler Ridge to Alberta	(36)